

MOTOR RACING

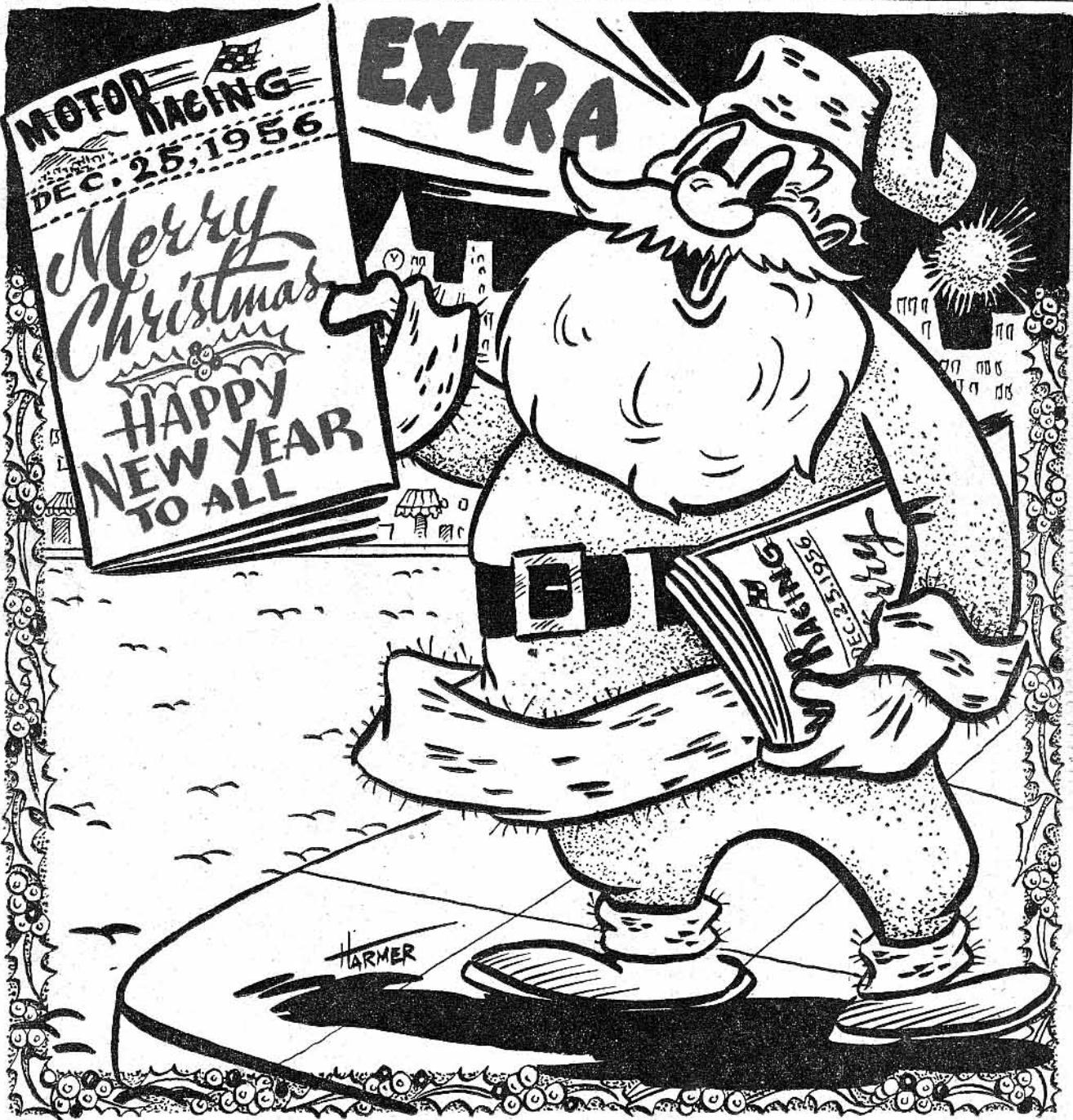
Vol. II — No. 5

(Published Bi-Weekly)

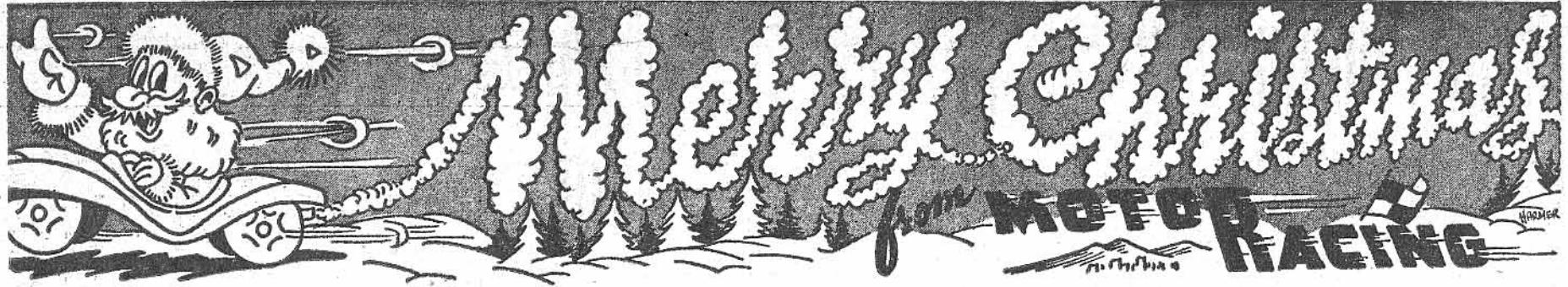
Los Angeles, Calif.

15c

December 14-21, 1956



The Best Front Page We've Printed!



Vol-II No. 5

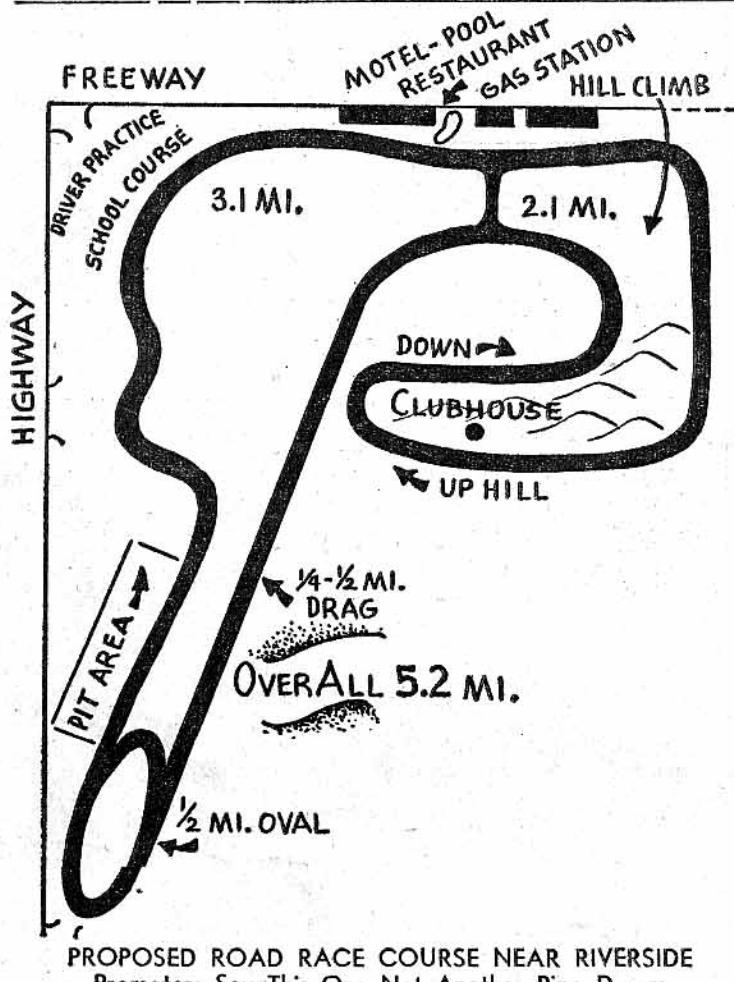
Los Angeles, Calif.

(Published Bi-weekly) 15c

December 14-December 21, 1956

MILES NABS 4th, HILL FORCED OUT:

Moss Wins Handily At Nassau



PROPOSED ROAD RACE COURSE NEAR RIVERSIDE
Promoters Say This One Not Another Pipe Dream

EDITORIAL

SINCE THERE has been so much yapping about the high-handed, "closed corporation" tactics by the Board of Pharaohs of the powerful California Sports Car Club, it is high time these yappers—and every other single member of this allegedly non-profit club—did something about it.

It is high time the general membership, which doesn't know what the hell is going on and is kept in a dazed and perplexed

CSCC BOARD RECOMMENDATIONS

Of the following nine names recommended by MOTORACING, six must be voted on as WRITE-INS for election to the California Sports Car Club's Board of Pharaohs.

This is an "Opposition Ticket" designed to buck the club's slate. These must be WRITE-INS on the ballot you receive from the CSCC next month. Clip this for reference.

JIM MATTHEWS—driver and radio announcer who conducts a sports car program.

CURT WARSHAWSY—electrical design engineer and present chief of the club's Technical Committee.

E. FORBES-ROBINSON—driver and movie camera representative.

CAM COOPER—driver and leader of a group planning to build a social Sports Car Club.

LEW BRACKER—driver and insurance company executive.

BOB PLASS—driver and mechanical engineer.

AL TORRES—ex-driver, race starter and building equipment salesman.

JIM MOURNING—driver and sports car racing writer.

JERRY AUSTIN—driver and steel fabricator.

state from year to year, snaps out of its lethargy.

Since everybody talks about it, but does nothing, MOTORACING is taking the initiative.

Let's get rid of the old regime, or most of it. Let's get rid of those die-hards who are in there year after year. LET'S GET A GREAT BIG BROOM AND START SWEEPING OUT.

The feeling is widespread among the 1400-odd members of this organization, the largest independent sports car club in the U.S., that it should return to the general membership . . . not

(Continued on Page 7, Col. 1)

Last Issue For 1956

This is the final MOTORACING issue for 1956.

Up four pages over the regular editions, this 16-page issue carries photos of 1957 imported autos, including many of the marques exhibited at the recent auto show.

These will be found on Pages 8-9.

Our editorial and business offices will be closed from Dec. 24 to Jan. 2.

Next issue will be dated Jan. 11-18. Deadline for editorial and advertising matter is Thursday, Jan. 3.

Cleye Bares Riverside Course Plans

By Gus V. Vignolle

DETAILS OF the proposed 3-in-1 International Motor Raceway course near Riverside (no relation to the ill-fated Ontario fiasco of the same name) were announced last week.

The map in the adjoining column best tells the story.

The course will come up in a 528-acre tract of land in the Edgemont-Sunnymead area, and the cost, including the frills, is set at between \$750,000 and \$1 million, according to Rudy Cleye, well-known Southland driver, restaurateur and president and general manager of the corporation backing the deal.

Other officers listed by West Coast Automotive Testing, Inc., sponsor of the raceway, are William W. Shaw, Riverside at (Continued on Page 4, Col. 1)

Motoracing Awards

MOTORACING'S first annual awards for the eight top achievements in 1956 West Coast road racing (See Pg. 3) will be presented at the big Start-Finish party slated for New Year's Eve at Terry Hall's Clarion Club (formerly Hollywood AC), 6525 Sunset Blvd.

The sports car colony will turn out en masse for this one, starting at 9. Two bands, floor show, buffet supper, scores of prizes, Champagne every half hour. Entry fee: \$5 per person.

Charles Mac Loane is chairman. Tix on sale at CSCC office, Coach & Horses, Clarion Club, Jimmy O'Brien's Fireside Inn and MOTORACING.

GREGORY, DE PORTAGO FOLLOW IN 210-MILER

NASSAU, BAHAMAS, Dec. 9—Time and distance mean nothing to Stirling Moss, the young British motor racing sensation. Two weeks ago, before 150,000 people, he won the Australian

Tourist Trophy race at Melbourne, some 12,000 miles away from this island paradise, after flying in from London via New York and Los Angeles.

Last Sunday, Dec. 2, he boomed his Maserati to first in the Australian Grand Prix before another 100,000-plus throng.

It was checkered flags for him again today with a 3-liter Maserati when he finished two miles in front of be-spectacled Masten Gregory of Kansas City, the latter in Temple Buell's 2-liter Testa Rossa Ferrari.

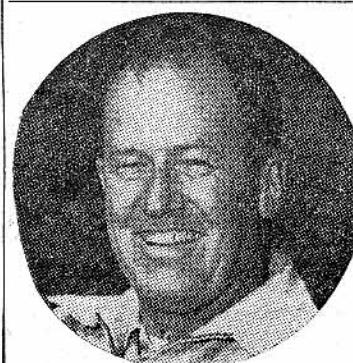
DE PORTAGO 3RD

Third, more than four miles behind Moss in the 210-mile International Nassau Trophy race that climaxed Bahamas Speed Week, was the dashing Spanish Marquis Alfonso de Portago of Madrid, driving a 3.5 Ferrari, this despite being forced to make two pit stops.

Moss, who finished second behind Juan Manuel Fangio of Argentina in the 1956 World Championship standings, averaged 96.2mph over the 3½-mile Windsor Field course, somewhat under the 98.2mph record set by Santa Monica's Phil Hill, last year's victor. The latter was in contention until he struck a barrel on the 24th circuit.

WIDENS LEAD

The stocky Moss, who only recently announced signing a 10-year agreement with Lodge Spark Plugs, forged into the lead at the 40-mile point. Maintaining pressure, he had lapped (Continued on Page 8, Col. 3)



LINDLEY BOTHWELL
New Local SCCA Prexy

Bothwell New SCCA President

Lindley Bothwell, Woodland Hills rancher and veteran auto racing figure, last week was elected president of the Los Angeles Region of the Sports Car Club of America for 1957, succeeding Ignacio Lozano.

Other officers are Jim Peterson, vice-president; Jean Burkhardt, secretary; Dr. Ross B. Thompson, treasurer; Dave Davis, activities chairman; Lozano, director-at-large, and John R. Bond, Al Fleming and Jim Van Trees, directors.

The annual Awards Dinner and installation of officers banquet will be held Saturday, Jan. 12, at Ciro's on the Sunset Strip. Cocktails at 8 p.m., dinner at 9. For reservations, call Mike Hamilton at Hollywood 9-0181.

(Continued on Page 8, Col. 3)



MERRY CHRISTMAS and HAPPY MOTORING
from
MOBILGAS



• Racing Pow-Wow

By Maury Powell

DOTS AND DASHES ALONG THE VARIOUS RACING FRONTS

THE WIND blew, the sherry flew, and here's what bounced back off'n the fan:

JERRY AUSTIN won "Good Sportsmanship" award sponsored by Sports Car Classics radio show (KBLA) . . . Votes were cast by Southland sports car scribes at scrumptious feed served by **FRANK** and **PAT ALLEN** . . . Jerry was cited for incident at Bakersfield when **JOHN RICHARDSON** flipped his Lincoln-Allard into an irrigation ditch during Saturday practice and might have drowned had not Jerry stopped his mount to rescue him . . . By the by, if you're as daffy about German potato salad as I am, you'd better get Frank's recipe.

JERRY FITZGERALD, whose Crestline Lodge is well-known to newspapermen and Hollywood celebs, has temporarily ceased his San Berdo building activities for a hegira to Europe . . . His daughter, Pat, and **KING FAROUK'S** daughter attend same Swiss finishing school, and Jerry says he'll inveigle the King into sports car racing in America or grow a red mustache as forfeit . . . Wouldn't surprise us if Jerry brought back a new Ferrari.

Several drivers well-known to the sports car fraternity participated in Ford's record-smashing 50,000-mile enduro recently at Bonneville . . . Ford Fairlane club Victoria ran an average of 120.62 mph to break the record for the first 24 hours, then continued to shatter every American mark up to 50,000 miles, according to USAC Director of Competition **DUANE CARTER** . . . Latter is due in L.A. for big confab this week . . . Ford pilots included **JOHNNY MANTZ**, **CHUCK STEVENSON**, **HAROLD MAUCK**, **TROY RUTTMAN**, **CHUCK** and **HAROLD DAIGH**, Pike's Peak Winner **JERRY UNSER**, **DANNY OAKS** and Test Crew Chief **DANNY EAMES**.

BIG OAKLAND RACE WORTH ATTENDING

Ruttmann, Mantz and Stevenson will be Ford's big guns in USAC stock car racing for 1957 under **PETE DE PAOLO** Engineering banner.

BOB BARKHIMER, NASCAR's Western boss, reports he opens his eighth annual indoor midget auto racing season January 4 at the Oakland Exposition Building . . . If you live anywhere near the Bay area, this show is a thriller-diller and worth your while.

TONY BETTENHAUSEN, Tinley Park (Ill.) Express, replaces the deceased **BOB SWEIKERT** on USAC's Board of Directors . . . After escaping from a midget mishap recently at Gardena, Tony announced he'd retire from racing until the '57 Indy classic.

SAM HANKS, who recently purchased an interest in Wilshire Motors, sports car sales and service agency at 2121 Wilshire Blvd., Santa Monica, won the Pacific Coast USAC stock car championship with a total of 570 points, according to statistics from that august body . . . Next was **MARSHALL TEAGUE** with 535, while **LES SNOW** nailed third with 515.

Instead of using a jug of **PAUL MASSON** for opening ceremonies at his new service facility on Fourth near Soto, **ED SAVIN** banged a can of Steen-C lubricant against the structure . . . His entire stable, headed by Driver **BOB OKER**, give much credit for their successes to this newly-developed chemical product which they claim beats anything on the market . . . It pours easily even when ice-cold, doesn't thin out or get too hot under severest competition conditions, doesn't form carbon, etc. . . . Savin impressed with Steen-C enough to take over Western distributorship for it.

TED BLOCK took us for a spin in Savin's three-wheeled Morgan (Mog) and while the ride was enjoyed I can predict this type machine will not set the American market afire . . . Three-wheelers are being developed in Europe; they can keep 'em.

CLASSY PREVIEW STAGED BY JOHNNY GREEN

In addition to being a great Renault sales exec, you gotta hand it to **JOHNNY GREEN** for his classy preview parties at Blairfield House . . .

At this writing, Nassau is doing excellent job of keeping Speed Week activities deep, dark secret . . . No L.A. papers carrying news . . . Dunno whether to blame Nassau, wire services or L.A. papers.

Speaking of them there money-making papers (we're non-profit, didn't plan it that way, but whatcha gonna do?), here's a salute to the folks who knock out columns anent sports cars . . . **PAT RAY**, Mirror-News, Thursday; **WILSON SPRINGER**, Herald-Express, Saturday; and **BILL O'BRYAN**, Examiner, and **ART LAURING**, Times, Sunday . . . Also **DUSTY BRANDEL**, Hollywood Citizen-News, Friday; **CHUCK EASTMAN**, Valley Times, Thursday; **RUSTY ODDOUS**, Pasadena Independent-Star News, Thursday; **DR. HILDRETH HOPPE**, Montrose Ledger-Gazette, Thursday . . . If I've omitted a few, kindly forgive, huh?

Finis la guerre for now, and see you at the Clarion Club brawl New Year's Eve for the MOTORACING awards, dancing, egg-nogging and stuff. Anyone for good, ol' fashioned Post Office?

WHERE ARE THESE LOST SOULS?

LOST SUBSCRIBERS

If you know the current address of any of these subscribers to MOTORACING, please send a card to the circulation department:

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geles; Conrad Janis, Long Beach; Carl Lorenz, El Segundo; Don F. Kesle, Los Angeles; Howard Leib, Long Beach;

Edwin F. Maguire, Los Angeles; **Lt. David Marvil**, Parks AFB, Calif.; **Tom Meehan**, Seattle, Wash.; **Ralph D. Miller**, Reseda; **John E. Moore**, San Bernardino; **David Norton**, Los Angeles; **Jim Pearce**, Inglewood; **Ed Qao**, Los Angeles; **James Reinsteno**, Santa Barbara; **Robert L. Robb**, Hollywood; **W. L. Rustad**, San Diego; **Z. Schueny**, Manhattan Beach; **Tony Schultz**, Los Angeles; **John Simmons**, San Diego; **Ned Skillman**, Santa Monica; **Barry G. Sklar**, Burbank; **Marty Smith**, La Jolla; **Warren Swanson**, Hollywood; **Donald A. Swinney**, Torrance; **Frank Tipper**, Hollywood; **Odes Trotter**, San Pedro; **Edward Villagrana**, San Francisco; **Dick Williamson**, Los Angeles; **Coral Wilbur**, Glendale; **Kenneth L. Wright**, Malibu; **Jack Wilson**, Huntington Park, and **Oscar Wycoff**, Los Angeles.

It is time that someone commented on the behavior of drivers who break down, spin out, or are shunted into retirement during a race. A high proportion of them go through a stereotype routine of dashing their helmet onto the ground, then removing the driving gloves and flinging them deliberately one by one into the cockpit of the car. It is understandable—and the crowd does understand it—that the driver should be irritated at being suddenly removed from a race.

To underline the irritation in the manner described above is not only sheer, childish petulance, but also stupid. It defeats its own purpose; a spectator who feels sympathetic will not feel more so because the victim demands sympathy by pantomime.

One is more likely to feel that the guy is emotionally unstable, and should probably not have been driving in the first place. Nobody gets sorry for a poor loser. To sum it up, petulance is not only bad manners, it is also poor theatre.

If, however, the driver feels that he

has to put on a show for the crowd, he should use imagination and do the job properly. Frowns, muttering, stamping, and flinging one's helmet is not enough. He might try gnashing his teeth, tearing his hair, setting his clothes afire with a Zippo lighter, throwing rocks at the other competitors, making obscene gestures at the crowd, kicking the flagman, and finally producing a switch knife and plunging it dramatically into his chest. The crowd really would be impressed. It might even get the idea that he driver feels sorry for himself. If carefully executed, this might be good theatre.

G. B. Harrison

Chatsworth, Calif.

It must be apparent to Gloria Dear-

MOTORACING

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Gus V. Vignolle . . . Editor
Maury Powell, Managing Editor
Bill Remrah . . . Advertising
June Vignolle . . . Circulation
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LETTERS

to the Editor

CORVETTE—RAH, RAH, RAH!

Over the past summer I went to every road race there was below San Francisco. I enjoy reading your paper after each race. It seems to me that every time a Corvette does well you find some reason for its even finishing, let alone placing 1st, 2nd, or 3rd. Such post-race comments as, "Bill Pollack finished fourth at Pomona, driving with one hand, holding on with the other," are not needed. It is obvious that a Corvette cannot corner as well as a 300 SL, but how many cars can? An SL sells for about \$4000 more than a Corvette and with the past racing experience of Mercedes, these cars should run away from the Corvette, yet they don't. (I am taking into consideration the 1/2 liter difference, too.) A Jaguar is in the same class as a Corvette, as well as price bracket, and they are barely able to stay up with the Chevy.

In the last few major races, Road America, etc., the Corvette has won four, placed 2nd, in three and 3rd in three. That's not bad for a car with one year's racing experience.

You seemed to question the stock appearance of Dick Thompson's car at Palm Springs. That's the same car (106) Bill Pollack has been tooling around California all year. Thompson is without doubt the best Corvette driver around, which has not hurt the Corvette reputation. While I'm speaking on driving ability, I should like to comment on Rudy Cleye. He is top 300SL pilot, but with a temper like his he belongs locked in a garage. He flairs up fast and cools off just as quickly (after a brief demonstration), but how long does it take to cause an accident, maybe a fatal one at that. After such an exhibition as he put on at Paramount Ranch and Palm Springs, I think it's time CSCC did something. They have one fatal accident against them now. Why invite another?

Gentlemen, sportsmanship comes first. Why not be fair? Detroit has stuck its long-awaited foot out. Don't help cut it off! After all, the "T" Bird started out O.K. Now look what they've done!

Steve Earle
Lawrenceville, N. J.

(Editor's Note: That comment on Pollack driving with one hand at Pomona must have appeared somewhere else.)

HOW TO BE A SHOWBOAT

It is time that someone commented on the behavior of drivers who break down, spin out, or are shunted into retirement during a race. A high proportion of them go through a stereotype routine of dashing their helmet onto the ground, then removing the driving gloves and flinging them deliberately one by one into the cockpit of the car. It is understandable—and the crowd does understand it—that the driver should be irritated at being suddenly removed from a race.

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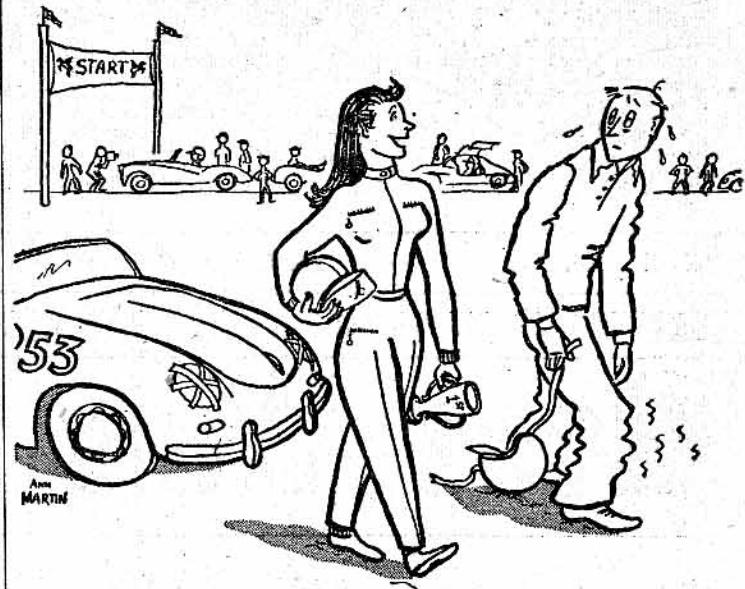
sorry for a poor loser. To sum it up,

petulance is not only bad manners, it is also poor theatre.

If, however, the driver feels that he

SPORTS CAR-TOON

★ By Ann Martin



"ARE YOU SURE YOU DIDN'T JUST LET ME WIN?"

THE DUKE WONDERS . . .

HOW COME that No. Calif. publication has the audacity to reprint cartoons from Autosport (the English racing mag) with never a line of credit?

How badly two sports car groceries will be affected when those two popular drivers open their new spot?

Why that Cal Club "judge" gave the brushoff to that experienced driver, who was "grounded" for a year by the croakers and offered his services as observer or judge?

Why the fuzz had to knock over that Culver City joint and pinch those two guys for shooting dice during that race drivers' blowout?

If it's legit that the Corvette is going with all-out racing machines (super fuel injection) at Sebring?

What would have happened at Nassau if George Cary hadn't picked up the tab for that huge gathering?

If it's generally known that USAC likely will permit its drivers to compete with so-called "outlaw" groups in 1957, a policy it initiated early this year but reneged on due to pressure from some narrow-minded individuals?

If the Honolulu business folk aren't missing a whale of a deal a la Nassau by promoting some Speed Week type activity as outlined by Ray Lively, personable Oklahoma City promoter?

How come drivers T. H. and G. C. were permitted to return as amateurs by the Cal Club after they had competed in a pro meet at Willow Springs, while other drivers are high-handedly banned for similar activities?

How many cars could withstand a stock compression check-up at the starting grid?

If you know that Detroit is so perturbed over the inroads of foreign cars sales that it is exerting tremendous pressure on certain dealers handling both types of cars and forcing them to "handle one or the other"?

When the L. A. metropolitan papers are going to give sports car racing the space it deserves?

When the operators of a certain motor racing plant in the L. A. area are going to keep phonies and children out of the press box?

If it's true that shortage of shipping space is behind the bitter struggle raging among several German marques?

born by now that if you want to become "known," just stick your nose into everybody's business.

If she spends much time in the pits, she surely has experienced the same as all other women who are in the pit area—that no matter how much or how little you may be wearing, by the end of the racing day you're most likely to resemble a smudge pot. Start out as crisp, cool, or bundled up as you wish, but by the time your Hero Driver gets you through the pass gates, the dust and scrub, and into the pits, you are already looking forward to the day's end shower or tub. Why not let the girls use their own choice of what they want to wear and those who don't care for it could look the other way.

Now you've done it, Gloria—all eyes will be upon YOU, so better not over or under-do your attire at the races.

an avid smudge pot from way back

G. Swift
North Hollywood, Calif.

LIKES & DISLIKES
Salutations to some columnists who exist on ulcer remedies. I enjoy the seat, but since I have moved, delivery is late. Please note new address.

Rallye Roundup scores a perfect zero at this time control. Next, I think, Mr. TR2

Amused at the GD-RL hassle. Really, Gloria, we bachelors find the scenery reminiscent of what we are

missing and how it sometimes ages (?) into something that can't be missed. Unless you are the type that likes self-torture.

Myra's Clipboard gives us items interesting but never known to we people without the pit pass.

Keep up the old morale. Yours for bigger club calendars and longer classified cols.

Alan S. Hawver

Walla Walla, Wash.

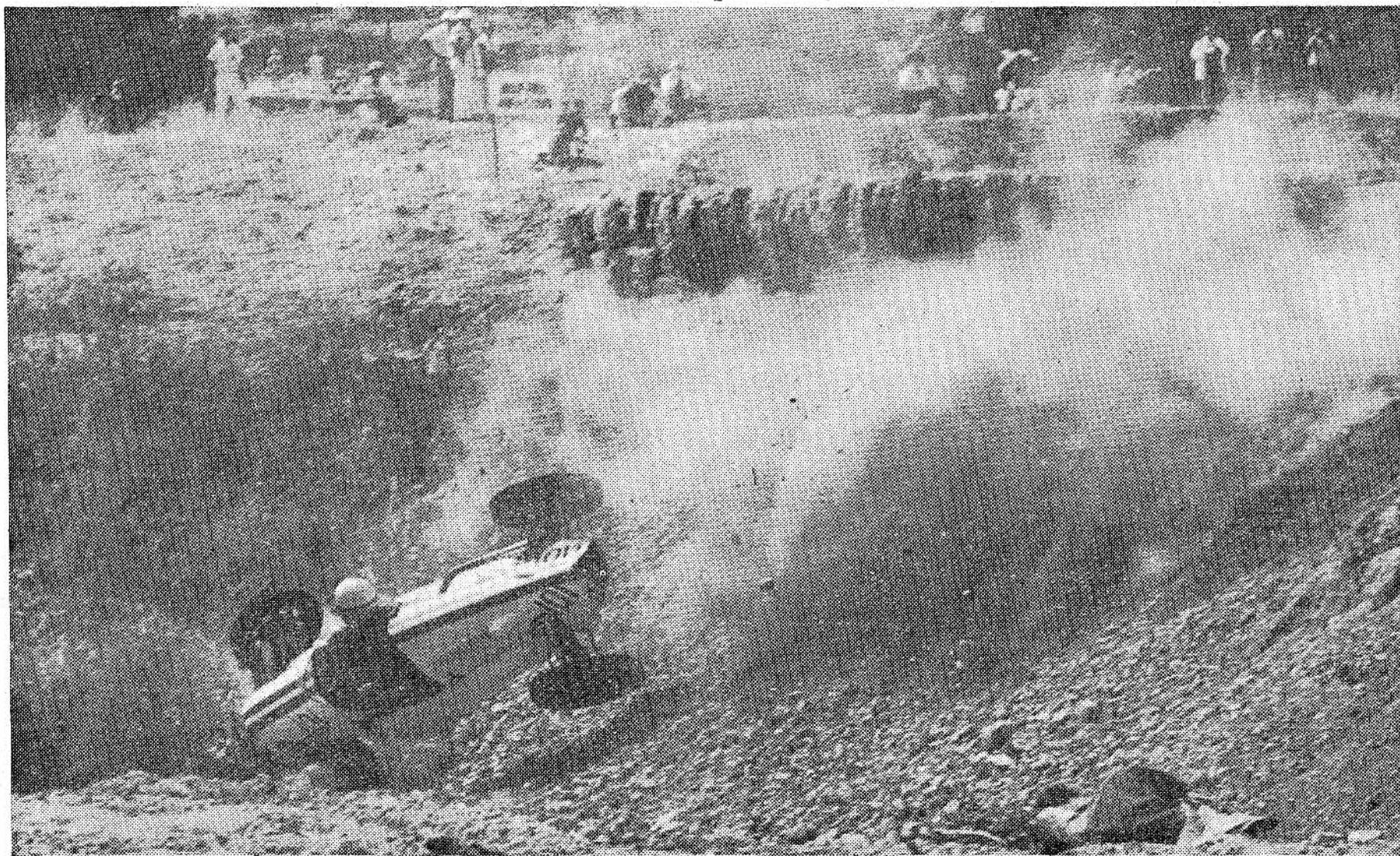
POSTMAN READER, TOO

Evidence of neurosis predominates the personality of our beloved Postman. Keep sending MOTORACING to 3024 E. Douglas, Roseburg, and I'll try to bribe his good favor, and recognition with tootsy-rolls. I do so miss your paper when he's upset. Good motoring to all.

Jim Dawson

Roseburg, Ore.

Joe Smith's Camera Catches Spectacular Road Race Action



UNABLE TO NEGOTIATE TURN 5 AT PARAMOUNT RANCH COURSE, HARRY MORROW'S COOPER HURTLES DOWN A GULLEY

Tolan Guns For Phoenix Repeat

PHOENIX — Johnny Tolan, former Denver flash now residing in Norwalk, Calif., will be shooting for a repeat in Promotor Ernie Mohamed's 100-lap USAC National Championship midget auto race at South Mountain Speedway, Sunday, Jan. 13.

Tolan won a similar feature on the $\frac{1}{4}$ -mile rubber-asphalt track last March 31 over Fresno's Johnny Boyd and George Amick of Los Angeles. The latter won the big-car 100-miler here at the state fairgrounds Nov. 12. Other aces expected include Edgar Elder, Johnnie Parsons, Rodger Ward, Jimmy Davies, Don Horvath, Jack Jordan, Jud Larson, Danny Oakes, Billy Garrett, Andy Linden, Bud Clemons and many others. Time trials open at 1, races 2:30 p.m. Purse is \$2000.



CAR FLIPS—AND A RUSH TO AID DRIVER

NEW CAL. SALES BUILDING SET BY MIDDLE OF JAN.

With work proceeding ahead of schedule, the new parts, service and warehousing building for Cal Sales, Western distributor for English-built Triumph sports car, will be completed by mid-January, it was announced by Dorothy Deen, executive vice-president of the firm.

The new building, covering nearly 15,000 square feet, adjoins the present headquarters at 1957 W. 144th St., Gardena. The all-brick addition, without a post, being built at a cost of \$150,000, doubles the space for service facilities and provides space for the storage of 150 cars.

STANDINGS UNREADY
B BPA629 PD—FAIRFIELD CONN
6 433 PME
GUS V VIGNOLLE
725 NORTH WESTERN AVE LOSA
REURTEL 1956 POINT STANDING NOT AVAILABLE FOR TWO WEEKS SORRY BUT MUST MISS YOUR DEADLINE.
DAVID R. ALLEN SCCA

Who Is Your Choice?

MOTORACING will reward the eight top achievements in West Coast road racing for 1956 with beautiful two-foot-high trophies. Awards are to be made on the basis of votes cast by MOTORACING readers.

Fill in ballot and mail to this publication, 725 No. Western Ave., Los Angeles 29.

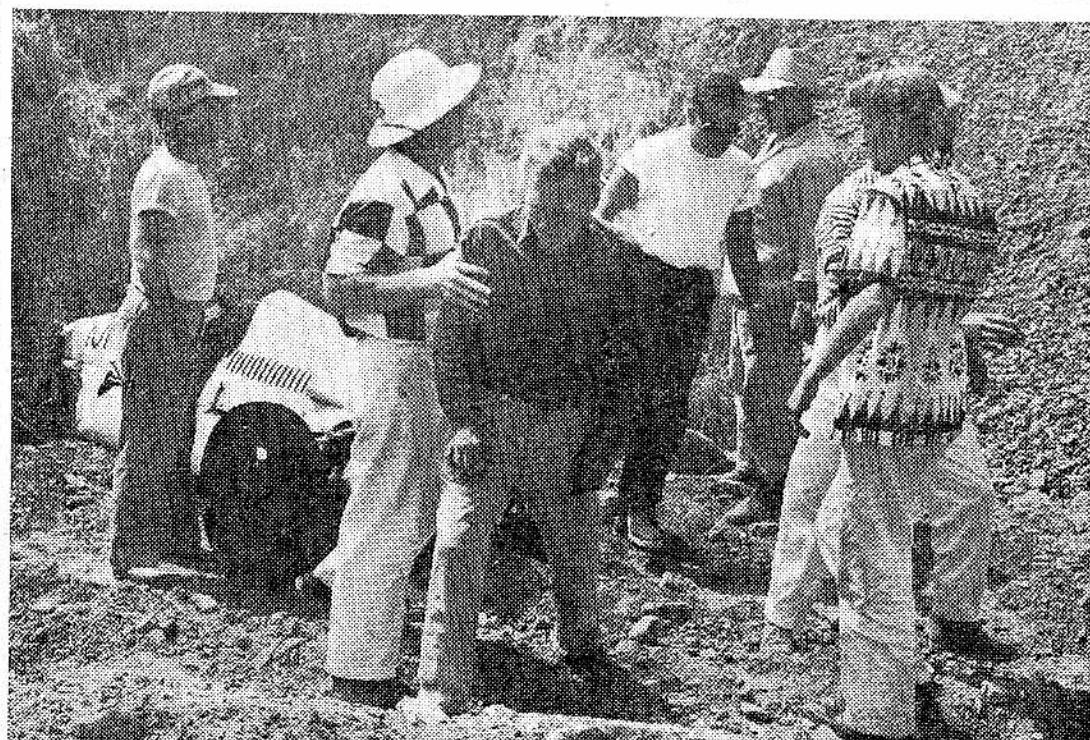
- Best over-1500cc car
- Best over-1500cc driver
- Best under-1500cc car
- Best under-1500cc driver
- Most improved driver
- Most outstanding personality
- Most under-rated driver
- Greatest contribution to the sport

Send In Your Ballot — Today

Hurry . . . hurry . . . hurry . . . Fill in the above ballot and mail it to MOTORACING right away. The deadline is Friday, December 21.

The eight beautiful, two-foot-high cups will be awarded by MOTORACING at the Start-Finish New Year's Eve party at Terry Hall's Clarion Club (formerly Hollywood A.C.)

Here's how they're running at presstime: over-1500 car, Ferrari (but whose?); over-1500 driver, Phil Hill; under-1500 car, Cooper Climax & Lotus (whose?); under-1500 driver, Ken Miles; most improved driver, Richie Ginther & Bill Murphy; most outstanding personality, Johnny Porter, E. Forbes-Robinson, John & Eleanor von Neumann; most under-rated driver, Bob Drake & Forbes-Robinson; greatest contribution to sport, MOTORACING (we can't award ourselves a trophy!) and General Petroleum.



CY YEDOR STEADIES MORROW—

JUST SHAKEN UP

Photos by Joe Smith



The Inside

By Flavio St. Germain

MORE ON THAT BAN OF THE MORGAN AND RENAULT

IT MAY have been perfectly all right for the Contest Pharaohs of the California Club to ban the Morgan, Renault and Citroen at the last Paramount races in the interest of safety.

Safety should always be the No. 1 item on the agenda.

But what has irritated many of the peasants, including me, is the way the Pharaohs went about it.

I do not know about Citroen, because I ain't never heard from them, but I do know about Morgan and Renault, naming among my vast number of friends the two distributors, Johnny Green and Rene Pellandini, respectively.

Arbitrary Action

I knew Rene back in the days when I was a bouncer for a nightclub in Montreal. He ran a school for French models then. That was long before he ever thought of getting in the foreign car business and long before I started belting the Hermes.

Anyway, the CSCC, by its arbitrary action, has hurt these two marques immeasurably. When you say, or hint, that a car is unsafe, John Q. Public ain't going to buy it.

This was brought home the other day when lanky Ed Savin told about the guy who was all set to pop for a Morgan. But his Old Lady read about the ban in MOTORACING — and, man, did she put the kibosh on that deal!

There aren't more than a dozen or so of these cars that race, so what the club should have done is get in a huddle with the distributors and the drivers, explain the situation and hold the cars out until the situation could be corrected, if it could be corrected.

Everyone Suffers

But no, they make a big splashy public announcement, it gets into print all over and everybody suffers — drivers, dealers and distributors.

Rene contacted the club after he heard of the ban, but didn't learn about it officially until he read it in MOTORACING. Poor Johnny Green wasn't given any kind of a rumble by the club and didn't learn anything about it at all until he read it in the paper.

Morgans had lost three

wheels at Pomona and Paramount, and it seems the Morgan is ready to pass inspection. Incidentally, a number of other marques have lost wheels, without getting poie-axed.

The trouble with the Renault is the drivers, as Ted Block aptly points out. They drive over their heads. It was the first week-end of driving for four drivers that flipped the little French car. Only experienced driver to tip one over was Glen St. Louis at Santa Barbara.

When Pellandini spoke to Pharaohs Pollack and Miles, he was asked if he'd "assume the liability" if the cars raced and something happened.

Curt Skipped

Another thing: it seems Curt Warshawsky, president of the Morgan Club and head of the CSCC's tech group, was bypassed when the ban was announced.

In a letter to the club, Green, pointing out WHY the cars flipped, said, in part: "... if Renault would be permitted to enter the next few races on a 'trial' basis, our organization would see to it that an experienced Renault crew be on hand to help check tire pressures, etc. and offer suggestions and advice. We sincerely believe that inasmuch as the Renault 4CV has been raced actively and successfully in Europe for years, that a little effort on our part can totally correct this situation. We and our Renault owners would be very grateful for this opportunity."

That was putting it real nicely.

No Answers

Pellandini also wrote the CSCC. He said, in part: "... we would like to ask for a hearing as soon as possible in order to clarify the situation, which at the moment has been open to great misunderstanding."

Both letters were dated Nov. 13. I am writing this column on Dec. 10, almost one month later.

Do you think the Cal Club has answered either Pellandini or Green?

Guess again, Mortimer.

Please see editorial starting on Page 1 of this issue.

three-quarters of a mile and 1.2 miles.

In granting a zoning permit recently, the Riverside Board of Supervisors specified construction must begin within 90 days, \$100,000 of development must be completed within one year, a six-foot fence must be erected and off-street parking provisions made for a minimum of 20,000 cars.

GRADING UNDERWAY

"The development will be gradual," Cleye said. "This is no \$12 million pipe dream. First things first. Eventually we hope to have a clubhouse, motel with swimming pool, restaurant and gas station. But first of all we will have one of the best road racing courses in America."

Grading is now under way.

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SWEDISH-BUILT SAAB CAPTURES RUGGED RALLYE; SMALL CARS BEST

NEW YORK, Nov. 26.—As Denise McCluggage of the New York Herald Tribune pointed out, "Small, unconventional cars are the best vehicles for rugged mountain driving in all types of weather, if the results of the Great American Mountain Rallye are any criteria."

The little-known, Swedish-built Saab, a 750cc three-cylinder, front-wheel drive job was the overall winner among 62 cars competing in this brutally rugged 1400-mile grind over New England mountains through rain, ice, snow, sleet and mud.

And a little Renault 4CV was second, with a Jaguar third. Then came a Volkswagen, Triumph TR3, another Saab, Triumph TR3, VW, MG Magnette and VW.

EUROPEAN TRIP

The winning Saab, driven by Bob Wehman, Uniondale, L. I., and navigated by Louis Braun, Pompton Lakes, N. J., won with a low-point score of 1516. They earned an all expense trip for themselves and their car to vie in the 1957 Alpine Rallye in Europe.

For the first time in four runnings, the winners were able to maintain the lead they earned during the three-day grind.

The Renault team was made up of Budd Macklay and Graham Locke, both of Montreal, Canada. They had been shunted down the list until a recheck showed a hefty scoring error that boomed them up to second and knocked everybody else down a notch.

JAGUAR THIRD

The third-place Jaguar was driven by the husband-wife team of Don and Florence Blackburn, Greenville, L. I.

In addition to first and sixth,

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another Saab took 17th, thus earning the factory team prize for the little Swedish machine.

Triumph also turned in a remarkable job, although Maurice Gatsonides, the noted European rallyist from The Netherlands who placed seventh, was beaten out by another TR driver, Harold Hurtley. Gatsonides, however, won the precision driving test that wound up the event.

AUTO SALESMAN

Winner Wehman, 29, is an auto salesman, while his navigator works for the Bendix Co.

The test was through tough mountain roads in New York, New Hampshire, and Vermont. Juan Manuel Fangio, the world's racing champion, was the honorary starter.

Summary:

First Ten Overall—1. Saab, Bob Wehman, Louis Braun, 1516.

2. Renault 4CV, Budd Macklay, Graham Locke, 1554.

3. Jaguar, Don and Flo Blackburn, 1993.

4. VW, Henry Young 3d, Emile M. Fendler, 2071.

5. TR-3, Harold C. Hurtley, Arthur Reider, 2272.

6. Saab, Rolf Melide, Morrow Mushkin, 2277.

7. TR-3, Maurice Gatsonides, Steward Blodgett, 2375.

8. VW, Fred and Frances Allen, 2701.

9. MG, Magnette, Robert Yount, Capt. H. E. Thomas, 3105.

10. VW, Austin, J. Millard, Kenneth E. Bower, 3185.

American Cars Modified—1. Studebaker Commander, H. B. Metcalf, J. H. Bacon.

2. Buick Special, Philip Halsell, Joe Clarke.

American Production Cars—1. 1957 Plymouth coupe, Edwin Bederson, Robert Shoher. 3000cc and up—1. Jaguar, Blackburns.

2. Corvette, Richard W. Smith, Raymond Heppenstal, 1500cc to 3000cc Sports—1 TR-3, Hurtley and Reider.

2. TR-3, Gatsonides and Blodgett. Under 1500 cc Touring—1. Saab, Wehman and Braun.

2. VW, Young and Fendler.

Ladies Team—1. 1949 Chevrolet sedan, Shirley H. Carlson, Barbara Hansauer.

Elimination Trials—1. Gatsonides.

Hill Climb—1. Mercedes-Benz, 300 SL.

Worst Luck Award—Volvo, Denise McCluggage, Louise King.

1500 to 3000 Touring Class—1. 2. 4. Jaguar, Edward Calvin Murphy, Robert William Thompson.

2. Ford Zephyr, William W. Coddington, Robert A. Casagrande.

Factory team—1. Saab; 2 Renault;

3. Jaguar.

VOLKSWAGEN — PORSCHE

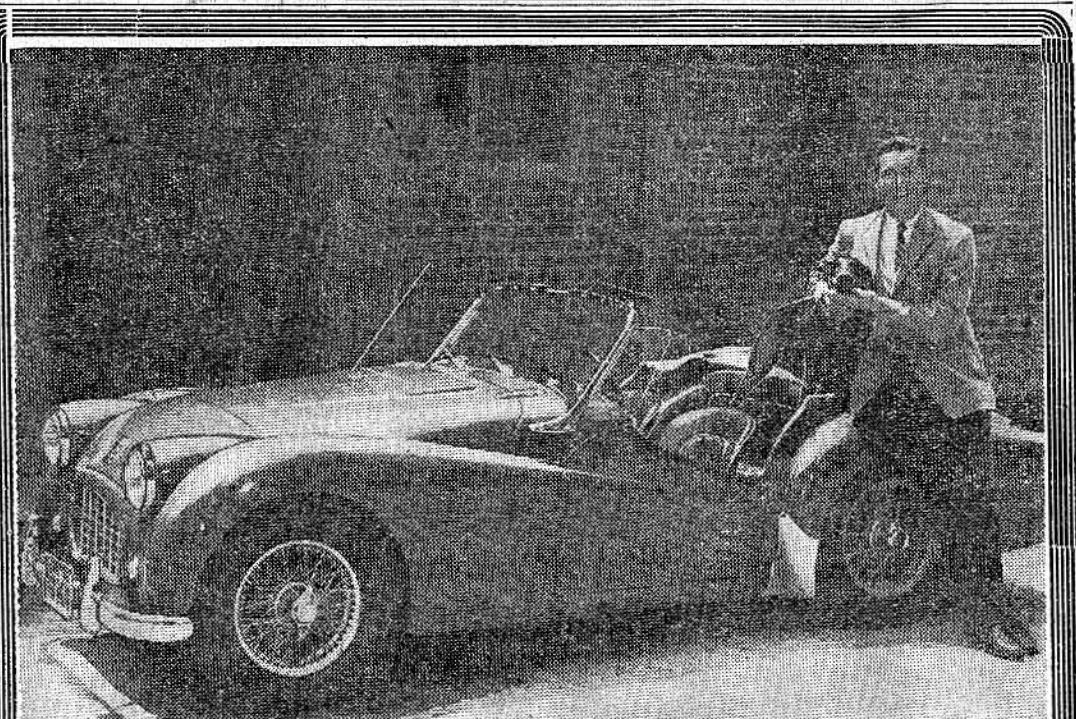
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Vignettes

by Gus V. Vignolle

LOTSA SPORTS CAR GAB— AND A MERRY CHRISTMAS

MARGINALIA (or half-seized-over in the bathtub) — Herb Goldsmith, the San Francisco motorcyclist (who is not to be confused with Old Gold Suit) sent down a couple of nifties almost as good as Giraldo's. Hark.

Fellow from Texas went to visit a pal in Buffalo, N. Y. He kept bragging about how great everything was in Texas until his pal got fed up and finally took him over to see Niagara Falls.

"O.K." the Buffalo guy said, "everything is wonderful in Texas, but have you got anything there to equal Niagara Falls?"

"Nope," mused the Texan, "but we have a plumber in Houston who could fix that leak in 10 minutes."

And: Two Jewish women met at a swank resort. One said, "Mrs. Abrams, and how is your husband, Moe?"

"Haven't you heard?" she answered. "Moe drowned and left me \$2 million."

"How could he leave you \$2 million? He couldn't read or write."

"That's right," Mrs. Abrams said, "and he couldn't swim either."

God Bless America . . . Three cheers for General Motors Acceptance Corp. . . . Ignacio Lozano should check into an ad in the Sat. Review: authentic 36-inch primitively decorated rare Haitian bongo drum. \$75. No charge for the tip . . .

At Paramount, Howard Swift was running third in class H. Cal Howard and Eddie Bolding rushed out and held up three fingers. On the next lap Howard came to a screeching halt. "What'sa matter?" he yelled. They told him he was running third in class. "Oh," cried Swift, "I thought the three fingers meant I was running on three wheels!"

North Hollywood Postal Service Terrible

Judging by the beefs that come in to MOTORACING from subscribers, North Hollywood's postal service is the worst in the U.S. Seems New York readers get their copies before No. Hwd. Outside of L.A., most subscribers are from Long Beach, with Whittier, San Diego and Glendale following in that order. Biggest concentration in the Valley is from Van Nuys. Following California come Arizona and Washington. New York leads in the east, Colorado in the mountain area, Illinois in the midwest. Canada tops the foreign countries, followed by England. Thought you'd like to know.

Tony Anthony Awed by New Ferrari

QUOTEABLE QUOTES—"I never thought there was anything so sublime as a girl—until I got myself a Ferrari."—Tony Anthony, of Mercedes-Benz. . . . "Did you hear of the epitaph on the hypochondriac's tombstone?—'I told you I was sick.'"—Carl Hammons, Herald-Express promotion chief. . . . Don't know if it got in the paper, but G. B. Harrison of Chatsworth had a gem on how the disgruntled driver can provide genuine theater at the races, culminating his childish behavior by "producing a switch knife and plunging it dramatically into his breast." They ARE MEAT-heads. . . .

It has been suggested that Shrunken Head Awards be given after each race for the biggest boners pulled. Cal Howard knows a joint in Hwd. where you can get the heads cheap. . . . That must have been an astronomical tab George Cary picked up at Nassau. Understand he fed 250 free-loaders. . . . Everybody asks me if Rudy Cleye's track near Riverside is another phony pipe-dream (how do you like that redundancy?) or if it's the McCoy. At this writing, it looks legit. . . . Latest SF reader of this sterling prose: Count Von Heistenschmidt . . .

As close as we can figure out, Ross Stone, top SCCA announcer and sales and service manager of foreign car dealerships, can be had. He can be reached at 1452 17th Ave., San Francisco. . . . Add Quotable Quotes—"Please write me letters on all these problems. I love letters."—Ed Walsh, SCCA National Contest Board chairman. That's a killer-diller. . . . In England a used car salesman who hooks you is called a twister, reports Denis Evans of Cal Sales. And a lucky stroke is called "a bit of jam." How does that grab you? . . .

Kinkead Man of Muchas Lenguas

Bob Steer has been elected president of the Volkswagen Owners Club. . . . In addition to being a top-notch navigator, Gail Holden is a real beauty. Check her pix in this issue. . . . Porsche Owners have their Christmas party at the Blarney Dec. 17—and the club foots the bill for all members. Bravo. There were 40 Porsches in that Hwd. parade—more than any other marque. . . . Bob Plass has bought the 1.9 Ferrari used in "The Racers" from Lou Yates. . . .

And now, as Robin Kinkead of PanAm Airways and SF News sports car scrivener, says: Buon Natale, Zalig Kerstfeest, Mele Kalikimaka, Joyeux Noel, Uma Feliz Natal, Felices Pascuas, Frohliche Weihnachten—in other words, MERRY CHRISTMAS!

Training Course Planned

Organization chairman for Road Race Training Association, James McEniry, has announced that RRTA soon will acquire a permanent road race course for its training and time trials. The location was not divulged.

Revision of the entire training program provides more complete and detailed instruction, both in theory of race driving and actual practice on the course. Individual supervision and observation while on the

track will be possible under the improved program, after which the driver will be able to discuss his driving techniques with instructor. Prominent Southland race drivers have volunteered to aid the novice.

A general membership meeting is planned after the holiday season. New officers will be elected at that time. Date of this meeting will be announced later. RRTA mailing address is P.O. Box 264, Laguna Beach, Calif.

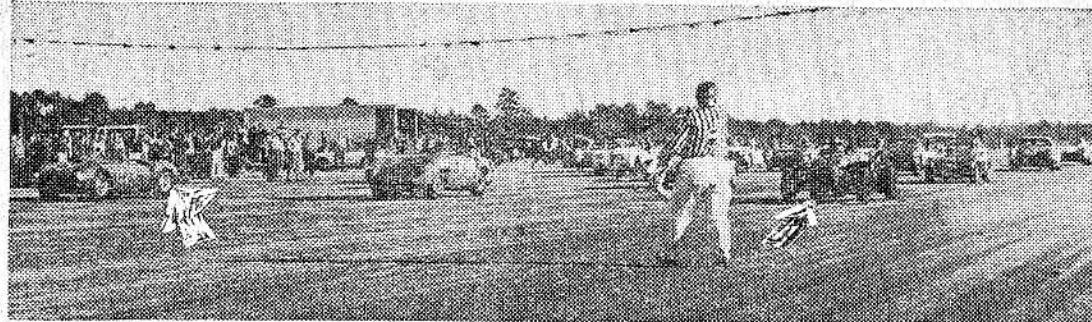
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THEY'RE OFF — Starter Cotton Grable flags the field away in the feature sports car race at Mansfield, La. Dale Duncan, in 4.5 Ferrari (arrow, far left) was the winner. In earlier race,

Jim Saunders, in home-built Ford Special (arrow, right), scored astonishing win over three Ferraris and 300 S Maserati, setting 1:47 lap record for the 2.4-mile course.

—Fred C. McPhearson

Ford Special Routz Ferraris

MANSFIELD, LA., Nov. 25—Dale Duncan lapped the entire field to win the 25-lap, 60-mile sports car feature of a 12-car race program staged by the San Jacinto Region of the SCCA before 4000 fans. Pushing A. D. Logan's 4.5 Ferrari, the Tulsa airlines pilot finished ahead of Roy Cherryhomes, Jacksboro, Texas, 1.5 liter OSCA, and Houston's Jim Saunders, home-built

Ferraris, a 300 S Maserati and an Edwards Special in a five-lap event which saw him break the lap record with a 1:47 circuit over the 2.4-mile course. In another five-lap event for under-1500 modifieds, Norman Scott, Houston, blazed away with a Porsche Spyder and led the Lotuses in easily.

In the five-lap production race, C. L. Attaway pushed his Jaguar to a win over H. H. Goldsby, 300SL.

—Bob Bennett; 12 miles (G production, special classes for VW, GHIA, Production MG)—Alfa Giulietta, Jerry Morton; 12 miles (F production, special class for MGA, Porsche, Rusty Wright; 24 miles, (under-1500 modified and unrestricted)—Porsche, Norman Scott; 12 miles (1500-3000 classes D and E except 300SL)—Ace Bristol, Ray Jones; 12 miles, (3000-5000 production, classes B and C and 300SL)—Jaguar XK140MC, C. L. Attaway; 24 miles (over-1500 modified cars)—FoMoCo Special, Jim Saunders; 48 miles, (under-3000 production)—Ace Bristol, Ray Jones; 60 miles (all modified over 3000, 300 SL and unrestricted)—4.5 Ferrari, Dale Duncan.

12 miles (Novice)—Lotus Mark XI, Dusty Rhodes; 12 miles (Corvettes)

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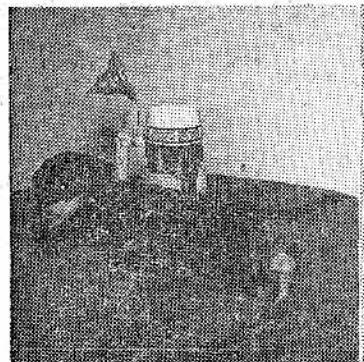
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—Roberts Studio

NEW MODEL — Despite an apparently long wheelbase, almost complete absence of excessive (beer) overhang contributes to the phenomenal (beer) cornering ability of the latest Otto Union. Yah, Chunior, dot's his name. His road-holding ability leaves something to be desired, however . . . he's tumbled

into the family pool twice. Two-months-old Otto Union is owned by Jean Leslie Roberts, 7-year-old daughter of Stan and Mary Roberts (he's the sports car enthusiast and auto editor of Wave Publications). Otto Union isn't unduly displeased if he rides in cars other than VW or Porsche.



• Up the Straights

By Jim Mourning

VERBAL GIFTS TO GLADDEN HEARTS OF RECEIVERS

BEING FILLED with the holiday spirit (but not as filled with spirits as we will be before the holidaze are over) and since this is the last issue of MOTORACING before the Yule, we put away our nerfing bars, harpoons and buckets of rocks. Though our bankroll is small, our vocabulary is large and we take typewriter in hand to pen a list of verbal gifts to gladden the hearts of the receivers.

GUS VIGNOLLE: A nomination to the CSCC board.

MAURY POWELL: A choice of a season ticket to the bull fights or an unlimited hunting permit for the Gardena area.

ANNE EVANS: 500 Christmas cards on which her husband's name has been spelled correctly.

LESTER NEHAMKIN: A large jar of olives and a season's pass to the local YWCA.

JOE WEISSMAN: One Gus Vignolle, gift wrapped.

KEN MILES: A holly-trimmed interpreter for use when inattentive people complain they can't understand his native tongue.

BOB DRAKE: A large bottle of glue, Cooper type.

JOHNNY PORTER: A gross of non-smear lipstick to pass out at the start-finish line to his feminine well-wishers.

RUDY CLEYE: A shilalah for use on Corvette drivers only.

RAY FRUG: A new check book and a patented ulcer cure.

IGNACIO LOZANO: One very large basket.

LEW BRACKER: One CSCC competition insurance policy.

CY YEDOR: An asbestos starter's shirt for use while being roasted.

JOHN AND ELAINE BOND: A year's subscription to SCI.

BILL GARDNER: His driver's license back.

DAVE BRACKEN: A black-snake whip.

NORM HOTCHIN: Half a crying towel for use until our bankroll gains on our vocabulary.

RENE PELLANDINI: The other half for the same reason.

ERIC HAUSER: Woolies for the winter competition season.

CURT WARSHAWSKY: A spec list for Porsches.

DAVIENE WARSHAWSKY: A card reading, "What does it mean, Curt?"

HARRISON EVANS: About a half pound of urge. (We're keeping the other half pound for ourselves.)

MYRA JONES: A foam rubber motorcycle seat.

DICK VAN LAANEN: A match and one accident claim for a bent Morgan.

MARY HEFFLEY: A gift certificate for Camp's Corset Shoppe.

JIM (PANHARD) PETERSON: A ticket good for one ride in any rail-job.

ALAN FORDNEY: A sure-fire hangover cure.

CAROL MOURNING: A new Renault Dauphine (hubcap). (Incidentally, we tested the Dauphine some months back, thanks to Worldwide, but kept it quiet until deliveries seemed more likely. Since we read in MOTORACING that there was a press preview of this job, we want to say just one thing: The only way you'll ever know it's a rear engine car is to get out and look.)

ALL DNF'S: A bottle of aspirin and one of bourbon to be used alternately or simultaneously.

ALL RALLYISTS: A reel of 16mm film of back roads, firebreaks and dead-end streets filmed in Mista-vision.

DETROIT: Detailed plans for the 3.5 Ferrari.

And to one and all, a real cool Yule and a nervous New Year.

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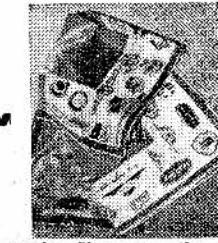


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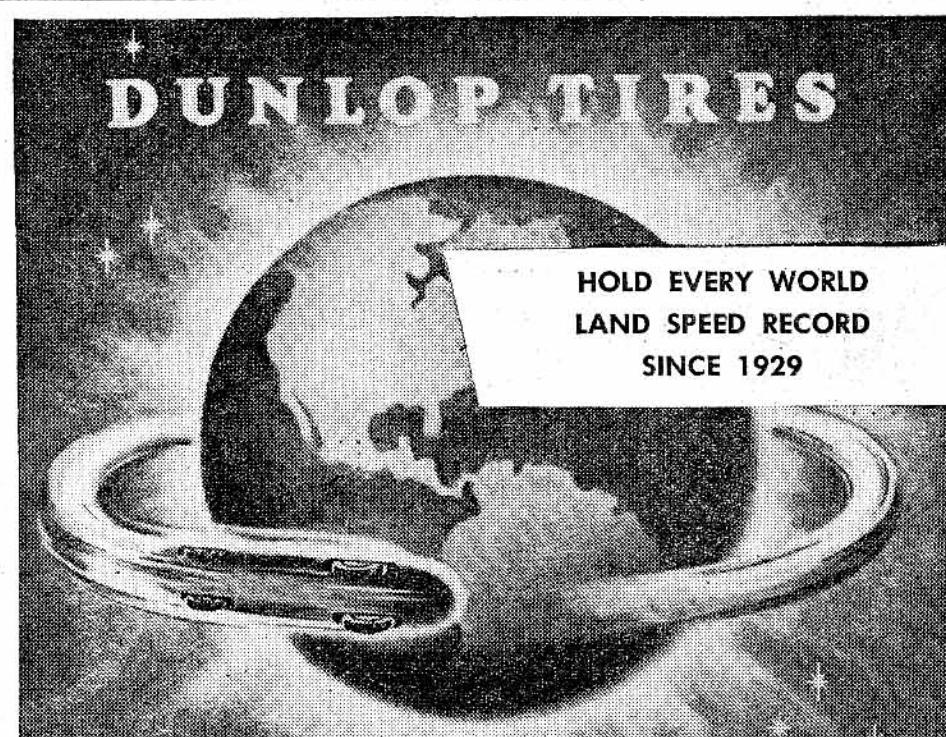
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Write-in Campaign Can Restore CSCC to Members

(Continued From Page 1)

kept in the hands of the Board of Pharaohs which, through some cute by-laws, can perpetuate itself until Judgment Day.

So they tell you the High Priests of this secular body are responsible for getting \$50,000, or \$100,000 or \$1,000,000 in the bank for you?

What good does that do YOU?

Do you get any of it? Is your racing entry fee returned or reduced to help defray the increasing high costs of preparing your car, buying tires, etc.?

NO . . . absolutely not!

You are given nothing, even though the bank account is bulging.

Instead, for 1957, your club dues have been upped 100% . . . whether you like it or not. Oh yes, for the added tab they'll mail you something to replace the disgraceful mimeographed monthly Newsletter, which has been exceeded in class and content by poopsheets of clubs having as few as 25 or 30 members. And the Cal Club with more than 1400! Big deal!

About three years ago, when the club was small, members were given free spectator passes for the races. Now, with lots of moola in the bank, they aren't given the time of day. Only way to get a pass is to volunteer as a worker. Try volunteering and see the answer you get!

GENERAL MEMBERSHIP KEPT IN THE DARK

The High Priests meet often. They go over many things. They make many decisions. Once in a while a paragraph or two appears in the Newsletter.

How about the leases for Pomona and Paramount? How



JIM MATTHEWS, popular driver and radio announcer, is one of those recommended for write-in campaign and election to CSCC Board of Pharaohs, helping to restore the club to general membership.

WHAT THE H— IS THIS?

I have received your notice of expiration of my subscription. I was surprised that you expect people to resubscribe. I think your publication consists of a bunch of rumors that you think up yourselves, not too successful attempts to start a argument or debate, occasionally interspersed with an advertisement by someone with a surplus on his advertising budget.

All told, you remind me of Walter Winchell—if you "predict" enuff, you're bound to get a scoop once in a while.

Please find enclosed my \$3 for another year of "spot-on" motoracing coverage and another \$3 for a subscription for my friend—who deserves this and worse.

Bob Hammel
Manhattan Beach, Calif.
Second subscription to Ted Sautter, South Apt. 21H, University of Maine, Orono, Maine.

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much did the club have to pay the builders of the courses? What is the club's cut? What kind of gravy is directed to the Long Beach MG Club?

This is YOUR club. How much are you told . . . except the deadline for your race entry fee, the deadline for your club dues, the cost of the ragout? ?

You just pay your entry fee to race. You just pay the admission fee at the gate. You just pay your dues. You just pay for the ragout at the monthly dinner meetings and Victory banquets.

Once a year they have a general membership meeting. We saw more than one guy neatly, precisely and with legal verbiage, cooled by the Omnipotent Oom.

At that meeting the Omnipotent Oom rattled off the figures for the 1955 Financial Report. It was like a form of liturgical prayer, except that there was no alternate responses from the congregation.

LONG, LONG WAIT FOR FINANCIAL REPORT

It was announced at that time that the Financial Report soon would be printed in the club's Newsletter. SEVEN MONTHS later . . . SEVEN MONTHS INTO 1956 . . . the 1955 Financial Report was published.

And then it was ONLY printed because MOTORACING had raised such a stink about it!

The Board of Pharaohs is composed of 12 members, "elected by the general membership of the club for two-year terms," with six members having their term of office expire each year.

"Elected by the general membership . . ." is the most magnificent catchphrase we have ever come across. This is how it works . . . and now get this:

At the end of January, terms expire for Bill Pollack, Ken Miles, Joe Weissman, Lew Kaplan, Stan Mullin and Ed Freutel. BUT the rules state that these six can run again if they are so inclined. The incumbents can run AGAIN AND AGAIN AND AGAIN . . . else how can you account for Pollack and others being in there SINCE 1952?

Under this comical set-up they are allowed to run for re-election every year . . . and this can go on until 1982!

Next to the Omnipotent Oom, Ray Frug (the treasurer), whose term does not expire until 1958, wields the most power, regardless of what anybody tells you, regardless of his happy-go-lucky personality, regardless of occasional deceptive displays of disinterest at what is going on about him.

Frug has been appointed chairman of the Nominating Committee (that makes it twice—1955 and 1957!) On it will be four other club members . . . NOT members of the Board of Pharaohs.

These five guys will come up with not less than nine names nor more than 12 to be placed on the ballot and voted on by the general membership not later than Jan. 31, 1957.

YES, THEY CAN ALL RUN AGAIN

But remember, the six outgoing chappies, if they so desire, are permitted to run again. Therefore, it is not inconceivable that Pollack, Miles, Weissman, Kaplan, Mullin and Freutel will run again . . . along with three others. And you vote for six.

This brings to mind the words of Jim Lowe of the San Francisco Region of the SCCA, who explained just the other day why he declined the nomination for National president of the Sports Car Club of America.

He said, in part: ". . . I believed, and I still believe, that the ordinary member wants a real voice in choosing the club's

(Continued on Page 13, Col. 1)

CONTINENTAL CAR IMPORTS

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Pistonotes • • •

By Jules Delancey

SORELY MISSED at recent race meets has been that wonderful sportsman and veteran motorcycle and auto race driver for the past 20 years, Ed Kretz. Cigar-chewing Elmer Ballard, chief mechanic Nick Pasco's and who repaired the triumph sportsters that Kretz drove, has said that

JACK DOUGLAS Ed will never compete in a Cal Club race until the driver gets an apology in writing from the Great White Fathers.

Incidentally, MOTORACING received a beautifully-written letter from Bob Sawyer, the highly regarded driver and airlines pilot from Hemet, upholding the Kretz cause following the latter's black-flagging by the CSCC in the first Paramount races. Not meant for publication—and what a shame, for Bob, like many, many more, knows what gives with the CSCC Board of Pharaohs.

Bob and his charming wife, Pat, have been missed at recent races. She was a consistent women's race victor . . .

Jim Goode, the Life staffer who was doing an essay on imported cars at the recent auto show, is an aficionado. Designed after the Alps, he had a tough time finding a sportster that would accommodate his massive frame. "Only one I seemed to fit into was a Jag Mk VII," he said. He's 6-5 . . .

Overheard at a NSCDA meet as two persons left early: "There go two spies—one from the Cal Club and one from MOTORACING." Listen, erjkay, this paper is FOR the drivers' group. Opinion of one writer does NOT reflect this publication's attitude . . .

Jack Douglas, the D-Jag driver and TV writer, is back in L.A. to stay after a hitch in New York. Ask him to tell you about his conversation with TV celeb Bill Leyden regarding some recent rear-end difficulties . . . Look for an exciting new road racing game to hit the market soon, alas too late for Christmas! **Cal Howard** is the inventor . . .

The beautiful Morgan 4/4 Series III was previewed at a press shindig held last Wednesday at Worldwide Automotive Imports on Sepulveda. Prexy Rene Pellandini had reason for his wide smile. . . . Competition

STOCK CAR RACE JAN. 1 AT GARDENA

Gardena Stadium hosts NASCAR's array of late model stock cars for a 200-lap program Tuesday, Jan. 1, according to Promoters Tom Haynes and Harry Schooler. Bobby Ross, Lakewood, will gun for a return to the winner's circle with the 1956 Mercury in which he scored at Gardena Nov. 25. Some 30 entries are expected to vie for the \$3,200 purse. Time trials open at 12:30, racing 2 p.m.



JOE RICHARDS, left, of Cal Sales, shows Ted Block, of Savin & Sons, the disc brakes fitted to the front wheels of the new 1957 Triumph TR3. It is one of the rare production cars with this feature. They are similar to aircraft brakes.

—Vignolle & Powell

Motors (VW-Porsche) stages its annual dealers' party at the Los Feliz Brown Derby, Dec. 28, with cocktails at 7, dinner at 8, according to Sam Weill. This is always a good one . . .

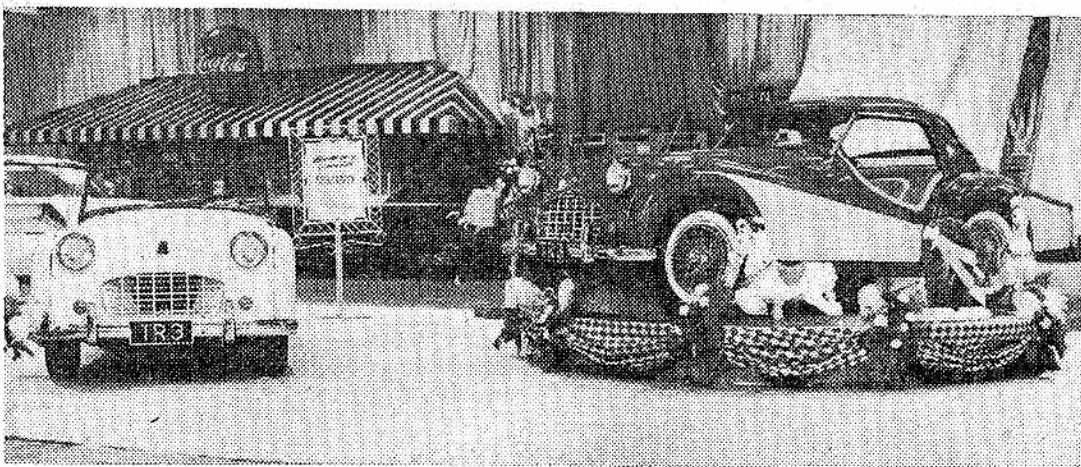
Marion Weber of MG-Mitten fame has started a svelegant sports car photo gallery at her shop in South San Gabriel. Get your pix over to her . . . **Valerie Stewart** of San Diego has gone into training for hectic rallye action with her Triumph TR3 . . .

Another recent party and press preview was given by Michell & Pauli at their elegantly expanded showrooms on W. Slauson Ave. **Keith Montgomery** displayed 1957 models of the Austin-Healey, Borgward, Renault and AC Ace. **Fred Holger**, the famed Canadian ice hockey player and coach, recently joined the Michell & Pauli sales force . . .

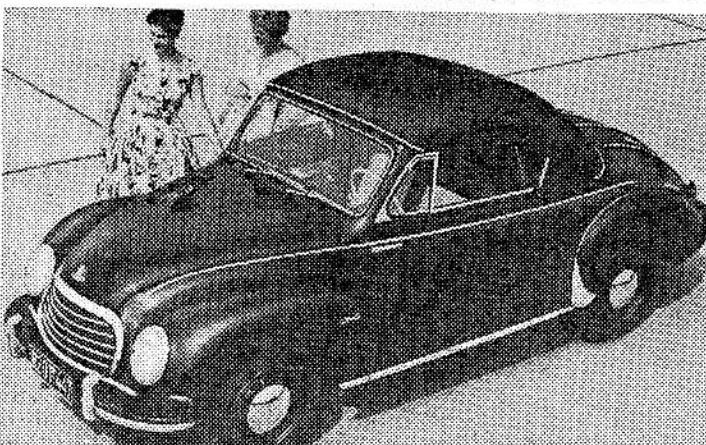
Winning the MOTORACING 1956 Good Sportsmanship Trophy award for the 500cc Club was **Jean Geslin**, who has done so well in just a few starts. At Paramount he knocked himself out of a cinch for second place in the standings by turning over **Joe Lubin's** Cooper to **Bruce Kessler**, who was here briefly from New York. A real sport!

. . . **Bob Drake** and **Hi-School Harry** Givens have taken over Ken's Hula Hut on Beverly Blvd. Big opening is planned in six weeks or so . . .

H. L. McGraw, who runs the Colton drag strip, plans to open a school for prospective road racers . . . **Lloyd Porter** hit 103mph from standing start for quarter mile at San Fernando drag strip. He was tooling a 1957 Corvette with the latest kit. The job's a dinger . . . **Tiny Worley** and **Ray Nichols** were hired by Pontiac to set up the car that recently averaged 142mph during a 1700-mile test near Phoenix. Can't seem to learn who drove. Some say it was **Jimmy Bryan**, the 1956 USAC champion.



TRIUMPH TR3—CAL SALES



DKW—PETER SATORI, DISTRIBUTOR

Moss Nassau Race Winner

(Continued from Page 1)
all rivals but Gregory and De Portago at the halfway mark with his red charger.

Ken Miles, fresh from twin feature victories in road races at Paramount Ranch course, Agoura, Calif., was fourth behind the Marquis with the same Porsche-Cooper. His employer, Johnny von Neumann, also of Hollywood, went out of today's event at the 125-mile mark due to clutch trouble. Fifth went to Ted Boynton, Chicago, in a Ferrari.

Jay Chamberlain of Burbank is reportedly in close contention with Miles for Index of Performance laurels. Chamberlain toolled his Climax-powered Lotus to a fourth overall and first in class during Friday's Governor's Cup, first in Class G competition and first in class in the Nassau Trophy.

Popular Carroll Shelby, Dallas, Tex., a recent victor in the SCCA National at Palm Springs, Calif., won Friday's Governor's Cup trophy by averaging 99.09mph. Three seconds back was De Portago, while Brero of Arcata, Calif., was third in a D Jag.

SHELBY OUT

In today's feature, Shelby, who sustained a broken shoulder while playing catch a week ago, finally was sidelined with his 4.9 Ferrari after pitting with mechanical ailments several times.

Other top efforts by Western drivers included: Miles' second in Friday's Class E and F event; Ray Crawford first with a Corvette and Brero second with a Cad-Kurtis in the Class B, C and D scramble; Brero second with a D Jag in yesterday's Jaguar go; Marion Lowe's victory with a D Jag in the second heat of the Ladies' Race; and a third by Sammy Weiss, Sacramento, in yesterday's Porsche race. The last-named was eighth overall in today's grind with his Porsche.

NASSAU TROPHY RACE (210 miles, all classes)

1. Stirling Moss, Maserati; 2. Masten Gregory, Ferrari Testa Rossa; 3. Marquis de Portago, Ferrari; 4. Ken Miles, Porsche-Cooper; 5. Ted Boynton, Ferrari; 6. Howard Hively, Ferrari; 7. George Constantine, D. Jaguar; 8. Sam Weiss, Porsche Spyder; 9. Art Bunker, Porsche Spyder; 10. Bob Goldich, Lancia; 11. Charles Hasson, Ferrari. Ave. speed, 96.2mph.

GOVERNOR'S CUP RACE (20 laps, 70 miles)

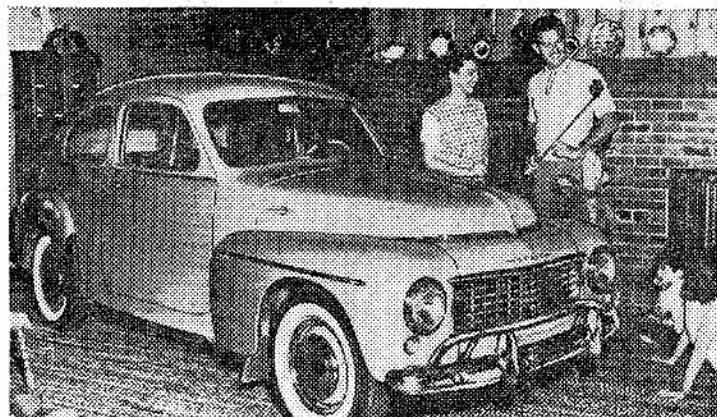
1. Carroll Shelby, Ferrari; 2. Marquis de Portago, Ferrari; 3. Lou



VOLKSWAGEN—COMPETITION MOTORS



MG-A—GOUGH INDUSTRIES



VOLVO—AUTO IMPORTS

Brero Sr., D. Jaguar. Ave. speed, Boynton, 1.9-liter, 99.09mph.

CLASSES E & F (5 laps, 17½ miles)

1. Howard Hively, 1.9 Ferrari; 2. Ken Miles, Porsche-Cooper.

CLASSES B, C & D (5 laps, 17½ miles)

1. Ray Crawford, Corvette; 2. Lou Brero, Kurtis-Cad.

JAGUAR RACE (5 laps, 17½ miles)

1. John Fitch, D. Jaguar; 2. Lou Brero, D. Jaguar; 3. George Constantine, D. Jaguar. Ave. speed, 94.8mph.

POSCHE RACE (5 laps, 17½ miles)

1. Mike Marshall; 2. Arthur Bunker Jr.; 3. Sam Weiss, All Porsche Spyder. Ave. Speed, 88.98mph.

FERRARI RACE (5 laps, 17½ miles)

1. Masten Gregory, 2-liter; 2. Marquis de Portago, 3½-liter; 3. Ted

LADIES RACE—OPEN CLASS (5 laps, 17½ miles)

1st heat—Denise McCluggage, Porsche Spyder.

2nd heat—Marion Lowe, D. Jaguar.

Point winner—Sally Chapin, Ferrari.

SUNDAY CONSOLATION (Distance unknown)

1. Marty Malarkey, Mercedes-Benz 300SL; 2. Jan DeVroom, car unknown.

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Beauti Galore

Imported car saleing up and up—an plenty of reason fo

With the foreign real fun in driv economy. They don petrol that those D phants do.

On these two pag take a glimpse at so newest 1957 impo models. Most of ti represented at th auto show in Los A

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CHECKER FLAG

(Continued from 1)

deliberately contrived stage the former's 11 Palm Springs road ra by helping a profess motor stage a stock coincidentally, at P Ranch.

And, alas, there v foundation for the a since at least one m the accused club did catically proclaim to on that "I helped dood

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Again putting proper sequence, it ap this chronicler that a certain drivers are displayi derring than sens Of course, when a cliacldom notes erratic and attempts to cor by vigorous usage of flag, agonized alarm cursions from within out are immediately h fact, so incensed hav drivers grown that been overheard mak that sound like "un

The clubs, of cou a quandary: should tough" and thereby the risk of losing t should they keep the furled and play hos fatal race accidents King said to Ann: "clement!"

INTEREST FA

Public interest se dwindle. Not a l wee bit! Now und dozen assorted clu rise and shriek that lookit the Pomona ; Springs, etc.

This chronicler sa bit. And after sifti and counter-claims o licity representative note the true Christ evinced, here) you still maintains that all gate receipts ar a decline. This can uted to two things, A-too many races ere calendar; B-lack of pensive machinery hot-rocks.

Parravano is, of the outside. And, al his Maseratis, Fer other mechanical John Edgar has evi cided to reduce, if n eliminate, his racing Thus we seem to hav of stars.

The public has be by lurid club-insp agentry. The word f teur" racing sponsor the "hard sell"—with upon Big Names, a sive Machinery.

Well, the so-called stuff is gettng sea are the "troops"—tl racing, the dog faces until now, played spe roles with their

Beauties Galore

Imported car sales are going up and up—and there's plenty of reason for it.

With the foreign car comes real fun in driving—plus economy. They don't eat the petrol that those Detroit elephants do.

On these two pages please take a glimpse at some of the newest 1957 imported car models. Most of them were represented at the recent auto show in Los Angeles.

They're all beauties.

CHECKERED FLAG

(Continued from Page 7)

deliberately contrived to sabotage the former's November Palm Springs road racing date by helping a professional promotor stage a stock car event, coincidentally, at Paramount Ranch.

And, alas, there was some foundation for the accusation, since at least one member of the accused club did enthusiastically proclaim to one and all that "I helped do it!"

Aside from this Nasser-sarianism two other trends have become apparent: racing is growing more dangerous and spectator interest seems to be waning.

Again putting things in proper sequence, it appears, to this chronicler at least, that a certain group of drivers are displaying more derring - than - sensible - do. Of course, when a club's officialdom notes erratic pilotage and attempts to correct same by vigorous usage of the black flag, agonized alarms and excursions from within and without are immediately heard! In fact, so incensed have certain drivers grown that they have been overheard making noises that sound like "unionism!"

The clubs, of course, are in a quandary: should they "get tough" and thereby flirt with the risk of losing drivers—or should they keep the black flag furled and play host to more fatal race accidents! As The King said to Ann: " 'Tis a puzzlement!"

INTEREST FADING

Public interest seems to be dwindling. Not a lot—just a wee bit! Now undoubtedly 17 dozen assorted clubsters will rise and shriek that 'tain't so: lookit the Pomona gate, Palm Springs, etc.

This chronicler said—a wee bit. And after sifting the claims and counter-claims of club publicity representatives (please note the true Christams spirit evinced, here) your reporter still maintains that the overall gate receipts are showing a decline. This can be attributed to two things, methinks:

A-too many races crowding the calendar; B-lack of super expensive machinery driven by hot-rocks.

Parravano is, of course, on the outside. And, alas, so are his Maseratis, Ferraris and other mechanical hell-cats. John Edgar has evidently decided to reduce, if not entirely eliminate, his racing activities. Thus we seem to have a famine of stars.

The public has been spoiled by lurid club-inspired press agentry. The word from "amateur" racing sponsors has been the "hard sell"—with emphasis upon Big Names, and Expensive Machinery.

Well, the so-called big-time stuff is getting scarce. Left are the "troops"—the GI's of racing, the dog-faces who have, until now, played spear carrier roles with their production

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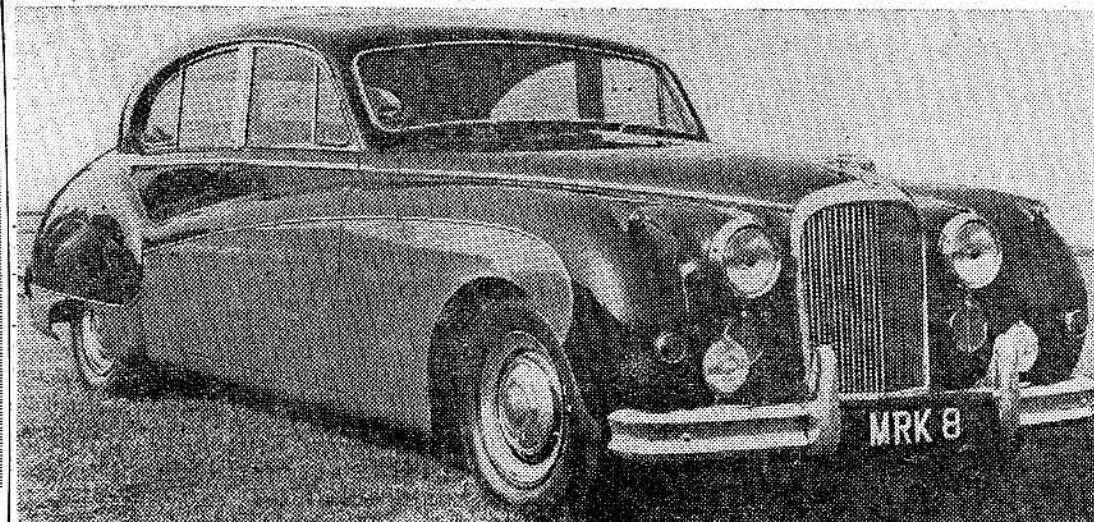
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JAGUAR MARK VIII—CHARLES HORNBURG

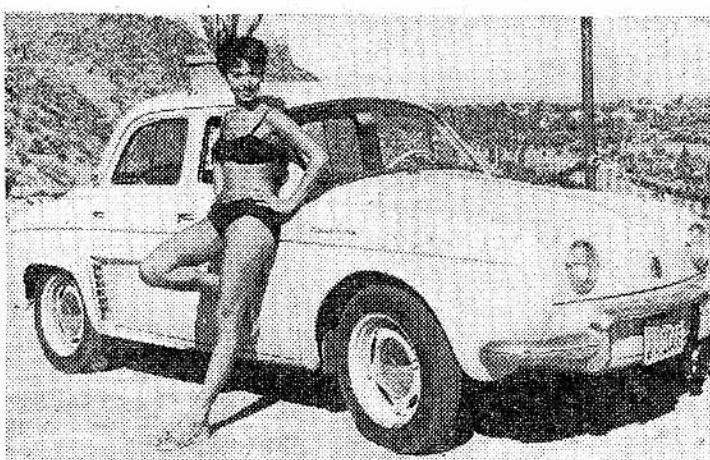
CORVETTE ACE SIGNS
Please send me two copies of the Palm Springs races. I won a race there and you printed my picture, also I would like to enter my subscription for one year.

Dr. Richard K. Thompson, Jr.
Washington, D. C.

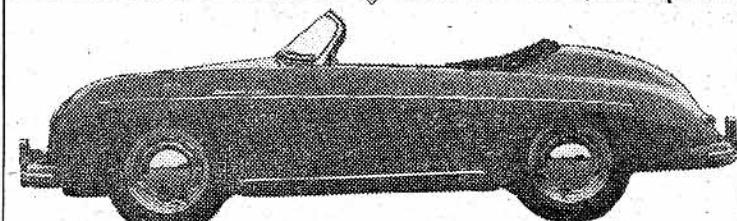
NEW MARYLAND COURSE
Since returning to New Jersey I have missed receiving several issues of the paper. I realize that this is not so important as to stop the sun's rising in the morning, but I do enjoy reading MOTORACING. Besides I had a complete file from Vol. 1, No. 1.

I missed Vol. 1, No. 23, and any between Vol. 1, No. 24 to Vol. II No. 2. I don't mind paying for the missing copies if you can send them; whoever lifted them enroute won't want a second copy!

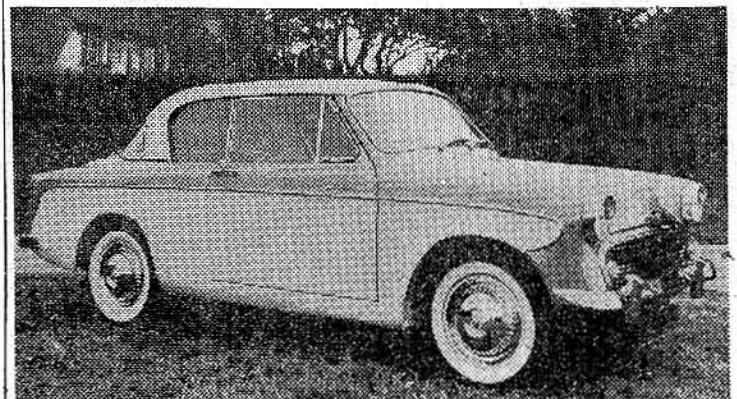
Best of luck, keep us Easterners informed on what's new in Calif. and environs. For '57 watch Marlboro, Md., for a big layout.

John W. Bornholdt
Moorestown, N. J.

RENAULT DAUPHINE (RITA MORENO) — JOHN GREEN



PORSCHE SPEEDSTER—COMPETITION MOTORS



SUNBEAM RAPIER—ROOTES MOTORS



SIMCA V8 VERSAILLES—WITKIN-WOLFE

MG's, Austin-Healeys, Jags, Porsches, et al. And the club flackery (no Christmas spirit HERE, 'twill be noted) has virtually snubbed the identities of the GI's.

As for bigger and better racing tracks that will bring Grand Prix, petite prix, professional, non-professional etc., etc.: Remember Raceways! We have been took. But no more!

GOODIES REQUESTED

A ghost just muttered something about being Christmas.

Permit, then, this Scrooge, this Uriah Heep, to publicly request the following Holiday goodies in his stocking for 1957:

1. That manufacturers put more power, space and roll-up windows in their production

sportsters sans price increases.

2. That both the CSCC and the SCCA adopt a live-and-let-live policy. Each to his own with friendship twixt the twain. By so doing we will all be able to relax.

3. That all so-called promoters of Bigger and Better Racing Tracks either produce the pesos and make their vaunting come true or else drop dead!

4. That the race sponsoring clubs go for quality rather than quantity insofar as future sports car racing meets are concerned. And by quantity we refer to the growing tendency of staging one-every-three-weeks.

5. That club officials and

MOTORACING

• European Scene

By W. Robert Nitske

EUROPEAN GAS SHORTAGE
RESULT OF EGYPT ASSAULT

MOTORISTS IN Europe are already feeling the unpleasant consequences of the ill-fated British-French assault against Egypt.

Through the blocking by some 40 vessels of the Suez Canal and the disabling of most of the overland pipelines, a daily shortage of 1,725,000 barrels of oil has been created. This was only one of the results of the calculated risks which was taken against the counseling of our Government. But already we have made plans to supply from 500,000 to 1,100,000 barrels daily to the stricken European nations.

It has been estimated that our imports from the Mideast area have been reduced by about one-third, to 200,000 barrels daily. A portion of this shortage however has been taken up by an increase of 108,000 barrels a day in our domestic production.

Of course, the cost of gasoline to all of us here is bound to rise. (Right now a gas war keeps the Los Angeles area prices considerably below their regular scale.) (Editor's Note —Where, Bob?) The law of supply and demand is bound to have its effect, although there will be no actual shortage of fuel in this country.

APPRECIATES CALAMITY

As one who drove some 7000 miles on European roads with my Einspritzmotor-wagen this year, I can appreciate the calamity which has befallen the American tourist abroad.

In France, tourists receive

enough gas to get their cars across the nearest border. Gasoline is rationed there at from 5 to 8 gallons per month per car—depending upon size—to be received in two monthly installments.

In Britain, difficulties began already before the Suez Canal was closed. Apparently the fiasco was anticipated and a 10% cut ordered in oil and gasoline use. Rationing of 2 gallons per week per car will begin December 17. But this will still allow most of the 3,750,000 motorists to drive over 200 miles per month.

West Germany produces about 30% of its crude oil, but Diesel fuel has already increased in price. Tighter supplies will probably also enforce some unwanted reduction in travel by car there.

Sweden has already rationed fuel to about half of its regular needs. Some motorists will get no gas at all, unless they can prove that they need their cars for needed transportation.

EMPTY GAS STATIONS

In Spain, filling stations are reporting empty storage tanks. Motorists just hunt for the precious liquid as best they can.

Denmark has inaugurated a 25% cut in fuel for cars and a smaller cut in fuel oil.

The Netherlands banned Sunday driving entirely and reduced gasoline supplies by 15%.

In Turkey, motorists can get 2 gallons of gasoline daily but none on Sunday.

Those are some of the immediate effects of the loss of 70% of the oil supply in Europe. Oil supplies of about six to eight weeks are on hand in most European countries.

With considerably less oil and gasoline available than the estimated 2-1 billion barrels used by these countries daily, industrial output is bound to suffer as well. Conceivably those European products already hard to get because of low production or lack of shipping space might be more critical than before.

C'est la guerre!

* * *

EUROPEAN RALLIES

Following up our last column, we might as well list the various rallies which count towards the important European Touring car Championships. The awarding of points is also changed for the coming year; one classification is for the regular production models and another for Gran Turismo cars. The class victor will get higher points than the over-all winner, as heretofore.

The championship rallies are as follows: Monte Carlo Rallye (Jan. 22 to 29); Sestriere Feb. 24 to 28; Great Britain (March 5 to 9); Acropolis (April 10 to 14); Tulip (May 5 to 11); Germany (May 30 to June 2); Midnight Sun (June 11 to 16); Geneva (June 27 to 30); Alpine (July 7); Liege-Rome-Liege (Aug. 28 to Sept. 1); Adria (Sept. 11 to 15); Viking Sept. 20 to 24); and the Iberia (Oct. 3 to 6).

* * *

WORKS JAGS FAIL

After a most disappointing season Jaguar Ltd. has decided not to participate in any racing events in 1957 with their works-sponsored cars. It seems that the privately entered Jaguars did considerably better than those guided by the factory team manager, anyway. Therefore, this decision will not make too many sad.

**Bryan Drives Dean Car
To USAC National Title**

Despite getting off to a slow start early in the season, Jimmy Bryan won the 1956 USAC National Championship circuit title, scoring a total of 1860 points. Bryan also won the crown in 1954.

The cigar-smoking Phoenix, Ariz., leadfoot drove the sleek, white Dean Van Lines Special to three straight triumphs — Aug. 18 at Springfield, Ill.; Aug. 26 at Milwaukee, Wis.; and Sept. 3 at DuQuoin, Ill. in mid-season features. He bagged another Sept. 15 at Indianapolis fairgrounds. All were 100-milers except the Milwaukee 250.

Pat Flaherty, former Glendale, Calif., ace now residing in Chicago, Ill., held onto second with wins in the Indianapolis 500-miler and a "100" at Milwaukee. His total in the John Zink Specials was 1500. Third went to Don Freeland, Inglewood, Calif., with 1280 in the Bob Estes Special.

**Final 1956 USAC
National Championship
Point Standings**

1. Jimmy Bryan	1860
2. Pat Flaherty	1500
3. Don Freeland	1280
4. George Amick	1050
5. Jimmy Reece	1040
6. Johnny Boyd	980
7. Bob Veith	903
8. Rodger Ward	862
9. Sam Hanks	800
10. Johnny Thomson	710
11. Pat O'Connor	680

12. Johnnie Parsons 650
13. Eddie Sachs 650
14. Al Keller 585
15. Bob Sweiikert (*) 540
16. Dick Rathman 540
17. Jack Turner 500
18. Ed Elsian 420
19. Gene Hartley 410
20. Elmer George 410
21. Andy Linden 400
22. Jud Larson 320
23. Jim Rathmann 300
24. Tony Bettenhausen 290
25. Johnnie Tolan 205
26. Earl Motter 200
27. Cliff Griffith 150
28. Mike Magill 130
29. Billy Garrett 90
30. Jim McWhitney 60
31. Freddy Agabashian 50
32. Don Branson 50
33. Art Bisch 30
34. Keith Andrews 10
35. Bob Carpenter 10
36. Bill Cheesborough 10
37. Dempsey Wilson 10
(*) Deceased

National Championship Engine Specifications for 1957: The engine displacement for all races on the National Championship Circuit in 1957 will be as follows, with the exception of the Indianapolis Motor Speedway and the Monza Speedways: Non-supercharged; overhead camshafts: 274.59 cubic inches (4,500cc); non-supercharged, American stock production block, non-overhead camshaft: 335.62 cubic inches (5,500cc), and supercharged: 183.060 cubic inches (3,000cc).

The 1958 National Championship engine specifications will be as follows: non-supercharged, overhead camshafts: 256 cubic inches (4,200cc); supercharged: 171 cubic inches (2,800cc); American stock production block, non-overhead camshaft: 335.62 cubic inches (5,500cc). This will conform with the specifications for the Indianapolis Motor Speedway with the exception of the stock-block engines which will be limited to 256 cubic inches (4200cc) at Indianapolis only.

drivers sit down calmly and honestly discuss grievances and come forth with a new and feasible track code.

7. That racing GI's receive equal billing with so-called "stars!"

And now to youse and youse—and youse—The season's best. Please be dry behind the ears by being dry behind the wheel—and remain on the readership roster of MOTORACING in 1957!

Selah!



Women's Sports Car Corner

By Gloria Dearborn
JACQUE McFARLAND'S MORALE HIGH AFTER TOUGH ORDEAL

THE END of the 1956 sports car racing season has arrived, and a welcome relief it is. We have all had a full and exciting time of it—and have sadly lost some truly great people and friends in the sport.

We have seen better prepared cars going faster and faster at each event, with greater and more efficient safety precautions inaugurated each time by the sponsoring organizations. We have all heard and read both praise and protests from drivers, spectators and officials alike. But when the year ends, as it does now, the final feeling of all of us is satisfaction in the overall picture of 1956 racing, and eager anticipation of the 1957 calendar.

REPORT ON JACQUE McFARLAND

On the Friday night before the Palm Springs event, Jacque McFarland, Women's Sports Car Club member, was on her way to work at the races. Just outside of Palm Springs her car blew a front tire and flipped Jacque into the desert. She seriously injured both knees and wound up in Desert Hospital for 2½ weeks.

Both knees were crushed under the caps. She is now in casts from ankles to hips, and will be for 3 or 4 weeks while staying with her sister in Palm Springs. After that, she will return to the hospital where the casts will be removed to take out the pins inserted above and below the caps. Then the casts again for a good many months, and when the casts are finally removed, Jacque will have two very stiff legs and a good long period of therapy before she will walk again. All of this, of course, barring complications.

But Jacque's morale is very high, and she is ever grateful to have come out of it so well, and with no other injuries.

WONDERFUL GUYS

At the Victory Dinner following the Palm Springs Races, some of the wonderful fellows of SCCA found out about Jacque and promptly took up a collection, sparked by Johnny Porter, Jim Orr, and E. Forbes-Robinson. In about an hour and a half they collected \$271.25. Since that time, additional donations have been added, bringing the figure over the \$325 mark.

Now, I ask you—how wonderful can a bunch of swell guys be?

Jacque and the Women's Sports Car Club send all you

boys our grateful thanks, love, and blessings.

The Women's Sports Car Club, during 1956 season, has grown in ability, responsibility, and number of members. They have learned through new experiences, a better way to do their jobs, and like the rest of the sport, are still learning. Their membership has increased about 30%, with new gals joining up all the time.

An interesting sidelight on membership is that originally most of the girls in the club were wives of men active in the sport—women who wanted to associate themselves with their husband's hobby. Today, many of the girls joining are single, and not even "going with" someone in racing. This should be of interest to some of you single fellows who have trouble finding a gal-friend sympathetic with those "funny little furin' cars."

GIRLS INVITED

And speaking of membership, I often ask women I know, who are not members of WSSC, why they haven't joined. The usual answer is that they have not been invited. So, right here and now, I extend an invitation to all girls who want to work for better sports car road races. Please write to me for an application. The address: 2613-A Wyoming St., Burbank, Calif. We welcome all workers and drivers (women only need apply), and please come to the next meeting on December 19 at Poinsettia Playground in Hollywood.

Happy Christmas shopping with MOTORACING'S advertisers.

DUCATS GO ON SALE FOR INDY CLASSIC

INDIANAPOLIS, Dec. 11—With completion of the new Tower Terrace seats definitely assured for the 41st annual 500-mile race on May 30, the Indianapolis Motor Speedway has started over-the-counter ticket sales at its new office located at the main entrance to the grounds.

At least 15 new cars are under construction and Tony Hulman, Speedway president, is confident the 1957 International classic will be the most hotly-contested event in the history of the famous two-and-a-half mile track.

News Briefs

LATE NEWS NOTES—Charles Tillitson was recently elected president of the Sports Car Club of the Douglas Aircraft Company's Santa Monica division . . . He succeeds Nick Marechal at the club's Jan. 20th meeting . . . Other new officers: Lloyd Bacon and Charles Dunmore, vice-presidents; Ken Kadoc, secretary; Don Buell, treasurer; and Frank Fleming, rallymaster . . . Five drivers who lost out in the voting to Jerry Austin for Sports Car Classics' Good Sportsmanship trophy received engraved dash plaques — Johnny Porter, Bob Drake, E. Forbes-Robinson, Marv Patchen and Max Balchowsky . . . All collected their awards at the recent Cal Club dinner-dance.

No December meets are slated for the Volkswagen Owners Club or the National Sports Car Drivers Association . . . The Jag Owners met Wednesday at the Blarney Castle, where the new windscreens were dished out . . . Plans were detailed for barbecue rallye to La Jolla, weekend run to Las Vegas and a snazzy concours, details of which

CALENDAR

DECEMBER

26-31—1st annual International Motor Show, Hollywood Freeway at Sunset Blvd., 11 a.m. to 11 p.m.
30-USAC Midget Auto Race, Bonelli Stadium, 2:30 p.m.

31—Start Finish New Year's Eve party, MOTORACING 1956 Awards, Clarion Club, 6525 Sunset Blvd., 9 p.m. - ?

JANUARY

1-NASCAR Late Model Stock Car Race, Gardena Stadium, Trials 12:30 p.m., Race, 2 p.m.
12-L.A. Region SCCA Awards Dinner, Ciro's, 8 p.m.
13-USAC Midget Auto Race, So. Mountain Speedway, Phoenix, Ariz., 12:30 p.m.
13-Argentine Grand Prix, Buenos Aires.
19-20-CSCC Sports Car races, Pomona Fairgrounds.
20-21-Kilometer Race, Buenos Aires.
27-Argentine Formula Libre (May be in Uruguay).

JALOPY RACES—Every Saturday night, San Bernardino; every Sunday afternoon, Gardena; every other Sunday, Maywood; DRAG RACES—Sundays; Colton, Long Beach, Pomona, Santa Ana, San Fernando, San Gabriel Valley.

Call Sports Car Information Center EM. 2-4157 for further info on events listed in this calendar. Out of town inquiries may be sent to Jim Matthews, CBS Radio, 6121 Sunset Blvd., Hollywood 28, Calif.

RALLIES

DECEMBER

16-Jag Owners Assn. Christmas Navigational Rallye, Pasadena Winter Gardens, Arroyo Seco Pky., 9 a.m.
16-Santa Anita, FCCA Gymkhana, Hinshaw's Parking lot, West Arcadia, 10 a.m.

23-Varian SCC Winter Rallye, Varian Associates Palo Alto Plant, 1 p.m.

JANUARY

22-29-Monte Carlo Rallye (European).

FEBRUARY

24-San Diego Sports Car Club 7th Running Don Diego Rallye, Town & Country Hotel, 500 West Camino del Rio, San Diego, 7:30 a.m.

*Designates event approved by So. Calif. Council of Sports Car Clubs.

Need a driver or navigator or do you want to drive or navigate? Call Evvie Vogler, Rallye Partner Bureau, Topanga 4042.

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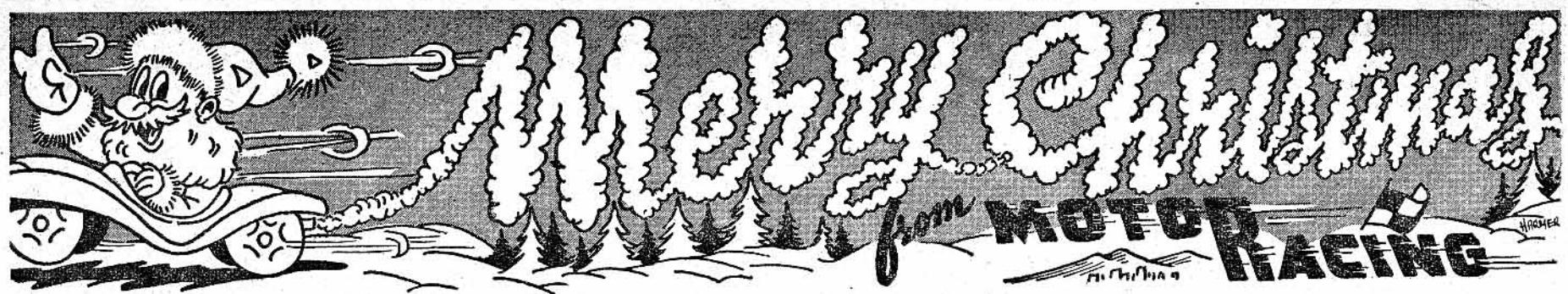
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Holiday Greetings

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DON DIEGO RALLY SET FOR FEB. 24

The San Diego Sports Car Club presents the 7th running of the Don Diego Rallye, starting and finishing at the Town and Country Hotel, 500 West Camino del Rio (U.S. 80), next Feb. 24. First car goes out at 7:31 a.m.

Course will cover some 225 miles of San Diego County's interesting rallye roads. Overall time will be about eight hours.

A total of 36 trophies will be awarded at 8 p.m. in the Clubhouse at the Town and Country, according to Forest S. Adams, Rallye master.

Season's Greetings and thanks
for cooperation and aid of all
workers at SCCA races.

George Cary Jr.
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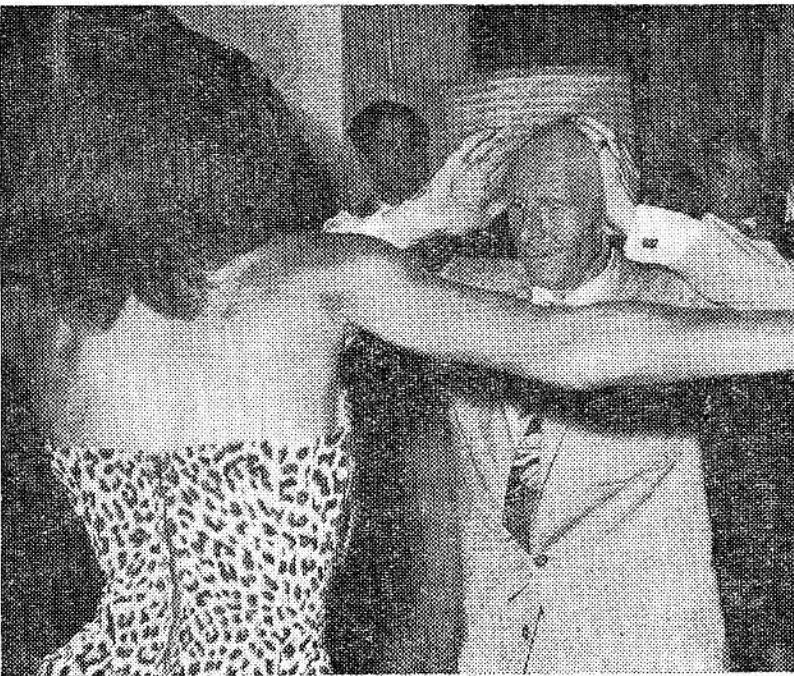
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—Ken Parker

HILARITY (AND HOW!) was the keynote at recent Bongo and Beer Bash staged by the Los Angeles Region of the Sports Car Club of America at a hide-away in the Hollywood Hills. Here's some of the action snapped by Ken Parker. Left: Rudy Cleye checks blonde chassis in wonderment as Photog Les

Nehamkin looks on. Center: Frank Alter, of KBLA Motor Classics, cuts a mean rug with one of the dancers. Right: Gloria Dearborn of MOTORACING sheds her tootsies and demonstrates her terpsichorean artistry. Reports have it the Bash was jammed with roaring action until the next morning.



• Rallye Roundup

By Buzz De Bardas

BUZZ FINDS THEY READ MOTORACING IN PHOENIX

THIS IS a bit apart from Ral- lies, but I had a problem and found an answer, and think that a few readers might be interested.

Here I am in Phoenix with a foreign car, almost 400 miles from either Brentwood Motors or Ossie and Reg's Garage, and I feel lost. What in h--- do you do?

Now I know the rule as well as anyone—when stuck with a sports car, open the bonnet, wait four minutes and another sports car will soon pull up and ask to help—and there you are.

This didn't seem the right answer, as I wasn't really stuck—just a bit nervous. There I was, driving slowly in second gear, and the speedo indicated 130 mph. I must admit that things got better while I was stopped. It only indicated 60 mph, and sometimes after the car had set all night it would get down to 16 mph.

Catching a sports car in this city is difficult (they drive fast here), but at last I found a Morris Minor running on three plugs and asked him what to do. He said go to Blakely Motors. The next sports car I asked (caught him at a stop light) said the same thing: Blakely's.

MOTORACING READERS
Well, to make a long story short, I phoned Blakely's, mentioned my name was De-Bardas, had a sick speedo, belonged to a sports car club and my wife's name was Ruth. That's all it took.

The man said his name was Smitty and what followed almost floored me. Said he: "Buzz, old friend, come right over and whatever it is we'll fix it. We get MOTORACING here, too." Rushed right over, met Smitty and the service manager, Bob, and owner George. All three are true sports car people with well-developed right arms from rowing little cars down the street.

Asked if there was a speedo shop in town that spoke British, and the answer was most direct: "Buzz, don't you read MOTORACING? Western Instrument runs an ad in your Classified Section!"

REAL SMOOTH SPEEDO
Well, I've made two obser-

Pomona Road Races Carded

Third Running of the Pomona Sports Car Road Races is billed January 19-20 at the L. A. County Fairgrounds course. Top events are the one-hour under-and over-1500cc features Jan. 20th.

Entries close Jan. 9 for dicing on the 2-mile asphalt strip. Eight races are slated Jan. 19 and six the 20th. Monise Motors, 70 N. Santa Anita, Pasadena, and Hannig & Olbrich, 10940 Magnolia, North Hollywood, are tech inspection sites, the former Tuesday, Jan. 15th and the latter Thursday, Jan. 17, both 7:30 p.m.

One major change is event No. 13, wherein production sedans up to 1500cc compete concurrently during the Ladies Race.

New Muffler Law

Ever have a run-in with John Law anent the dulcet (?) tones of your car's muffler?

Doubtless, many motorists have, so it's good news, indeed, that a new Uniform Muffler Law has been developed. Involved in the effort were law enforcement leaders, legislators, auto club representatives and progressive members of the National Automotive Muffler Association.

Many antiquated ordinances against "loud and unusual noises" now govern muffler codes. NAMA is striving to have the new, standardized code adopted in all states, and it al-

ready has been introduced to legislation in some.

The new draft has four basic points: 1, All passenger motor vehicles carrying not more than nine persons, including driver, shall be equipped with a muffler in good working and in constant operation; 2, Said vehicle shall not produce a sound exceeding 78 decibels, sound to be measured on the "A" scale of a sound level meter approved by enforcing body; 3, (a), The enforcement agency may designate, furnish instructions to and supervise official testing stations certifying as to motor vehicle sound levels; (b), Such testing stations shall issue a certificate detailing results of testing. 4, No persons shall sell, recommend for sale, install or cause to be installed any muffler which . . . results in producing a sound exceeding 78 decibels on the "A" scale of a sound level meter. NAMA urges autoists to watch for legislation governing mufflers and to support its proposals.

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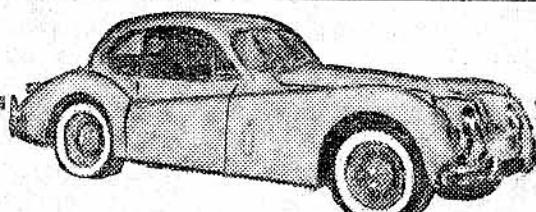
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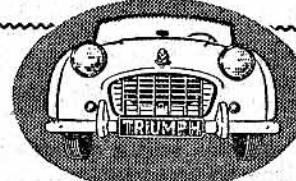
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A Wonderful Book

"Press On Regardless," or *The Confession of a Sports Car Addict*, by Anne Taylor and Fern Mosk.

This exceedingly witty and delightful volume, brought just recently by Simon and Shuster, should be a most welcome book for anyone who can tell an MG from a Chevrolet. I predict that it will be found in virtually every sports car enthusiast's stocking this Christmas. In this case it should indeed be a jolly Yuletide Season.

The trials and tribulations of a wacky but incredibly knowledgeable female sports car addict are set forth in a bright and sophisticated style by the authors. Los Angeles is the locale and many of our sports car citizens may seem to populate this book — however, no one individual is clearly depicted. Rather the amusing char-



acters populating our sports car world have served merely as inspiration to the authors who have taken off from reality in a form of literary caricature which is far better than any "sticking to the facts" technique

would have been.

Sex, some delightfully bawdy humor, a thorough knowledge of foreign cars and the people who buy, sell and fix them; told in a sort of New Yorker style and well illustrated with amusing drawings all add up to a MUST for anyone who bothers to open MOTORACING and read this far. Turn off the damn television set and "Press on Regardless" for an evening of adult wit, if only the book stores aren't already sold out.—ROGER BARLOW.

MORE ON WRITE-IN CAMPAIGN

(Continued from Page 7)

officers, that he doesn't want to be presented with a Russian type ballot (such as he will be offered) on which he has the opportunity to vote for THE SLATE or not vote . . ."

Still in for another year are Frug, Henry Manney III, Perry Peron, Carlyle Blackwell, Cy Yedor and Dick Van Laanen.

Of course, you can disregard the slate and insert the names of six write-ins. But this is often luckless. You come up with hundreds of names submitted. And you always have the jokers who jot down the names of Douglas MacArthur and King Farouk. The power is with the "Official Slate."

The only thing that will help level this entrenched, Russian-type system of Government is a concerted, planned and sensible WRITE-IN CAMPAIGN.

CLUB COULD BE STRONG AND POPULAR, TOO

This must embrace six men truly interested in the welfare of the club and who honestly want to work for the benefit of the general membership . . . six men who can come in with fresh thinking . . . six men who can help make the California Sports Car Club just as popular as it is powerful.

More than 90% of the CSCC are MOTORACING subscribers. Because MOTORACING is interested in the welfare of the ordinary members . . . the guys who pay and pay and pay the freight . . . and not in the Omnipotent Oom and the Board of Pharaohs . . . it now comes up with an "Opposition Slate."

Here are the nine names to combat the High Priests, who could be perpetuated until Kingdom Come. Vote for any SIX as WRITE-INS when you receive your ballot from the CSCC. Write these names down or clip this from the paper so that you will have the names handy when you receive your ballot. Here they are:

JIM MATTHEWS . . . CURT WARSHAWSKY . . . E. FORBES-ROBINSON . . . CAM COOPER . . . LEW BRACKER . . . BOB PLASS . . . AL TORRES . . . JIM MOURNING . . . JERRY AUSTIN.

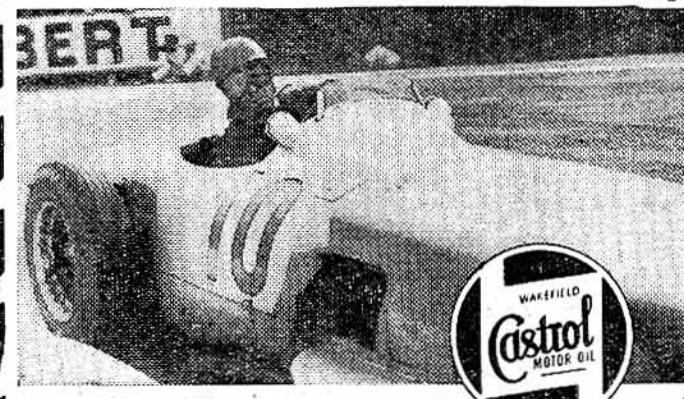
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MOTORING fo(u)r FUN

By John Foster
National President, FCCA

THE QUIET season is upon us! No hairy events crowd the FCCA calendar for the next month or so and for all those hard workers comes a spell

when spare time can be devoted to other things. The "other things" consist of meetings, regular monthly events, election of officers and the inevitable Christmas parties.

Behind this apparent quiet, however, wheels are turning and some of the biggest and best events ever are in the making. We can all look forward to many wizard events in 1957 with the emphasis on fun.

FEW REMINDERS

And now a few reminders: Remember to let your chapter know that you're going to their Christmas party. Someone has to know how many to prepare for! Remember there is still one good gymkhana lined up by the Santa Anita Chapter for Sunday, December 16, at 10 a.m. Place: Corner of Duarte Rd. and Baldwin Ave., Arcadia. Call Russ Moss, AT 7-6078, for info. While you are desperately thinking of what to buy someone (maybe yourself) for Christmas, besides tonneau covers, spot lights, navigation equipment, badge bars and beanie hats, remember that certain someone might like a membership subscription, or one of our sterling silver car badges, lapel pins, tie clasps, earrings or cuff links. Your secretary has them in stock or they can always be obtained direct from National Headquarters.

THANKS TO ALLEN

Our sincere thanks this week go to Frank Alten for his splendid coverage of sports car events in his 5:30 to 6:30 p.m. daily broadcast of Motor Classics over KBLA (1490). Incidentally, Pat Hanna, his "man Friday," is always ready to receive news of your events for broadcasting. Give her a jingle at Hollywood 5-8840.

Just room to wish you all a Jolly Good Yuletide.

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RALLYE EXPERTS—Don Royer and pretty Gail Holden, of Pasadena, pose in front of the MG-A with which they won the 1956 Southern California Council of Sports Car Clubs rallye championship. They were members of the Glendale FCCA.

They Scored In An MG-A:**Don Royer, Gail Holden Win 1956 Council Rallye Honors**

By Walt Glassett

Championship rallye competition reached a dramatic conclusion when Don Royer and Gail Holden of Glendale FCCA nosed out the Howard Frank-Norm Stratton and Bob Greenland-Roger Fisher teams to win the 1956 Southern California Council of Sports Car Clubs' First Annual Championship.

Starting the last event, the Royer-Holden team was leading but both the Frank-Stratton and Greenland-Fisher teams were still in the running and could still win the championship if either did well. On the last leg of this last rallye Royer's MG-A slid off the road and became stuck in the sand near Palm Springs. By the time the MG-A was back on the road and running again, Royer-Holden duo came in 18 minutes, 7 seconds late for a total error of 18 minutes, 56 seconds.

This gave their competitors a chance, but Frank and Stratton picked up a 24-second error on the last leg and Greenland and Fisher had their troubles when they thought they had missed a turn and turned around just 50 yards from a check point over the brow of a hill, so they came in with an

error of four minutes. Therefore, although the last championship rallye of the season did not affect the first-place standing of the Royer-Holden team, it did see Frank displace Greenland in second spot on the championship standings.

400,000 MILES

Twelve hundred entrants drove over 400,000 miles through mountains, deserts, rain, fog, mid-day heat and early morning frost in the 1956 Championship competition. Routes ranged from Bakersfield and Sequoia areas in the north to Ensenada, Mexico, in the south. From the Santa Monica Mountains and the Pacific Ocean in the west, to the Joshua Tree National Monument in the east.

Championship points were awarded to the first 25 drivers and navigators finishing each of the championship rallies.

(Continued on Page 14, Col. 1)

1956 RALLYE CHAMPIONS

(Continued from Page 13)

Two-hundred contestants acquired points during the year.

FRANK FAVORITE

Pre-season favorite Frank amassed the most points but failed to win any championship events, although placing second in two of the rallies. Frank ended up in second spot because contestants were only allowed to use points from their best eight of the 12 championship rallies put on during the year by the different sports car clubs. Most of the rallies were approximately 300 miles in length, with some covering as much as 700 miles. To win, one had to keep one's car on course and within a few seconds of the true calculated position at all check points.

SCCSCC is an organization of over 40 Southern California sports car clubs which sets up a calendar of events for each to prevent large open rallies, races, trials, etc., from falling on the same date. Application of the Council's Rallye Code provides for rallies that are accurately timed, instructions that are generally good, and courses that are well laid out.

DOUGLAS LAUDED

The Douglas SCC received the highest rating from the contestants for putting on a very successful "Desert Rallye" to Palm Springs. Following is a list of the other Championship Rallies and the clubs, staging them, listed in the order they were rated by the contestants:

"Great Western Rallye", Long Beach MG Car Club; "Over the Hill Rallye", Compton FCCA; "The 24-Hour Rallye", Lockheed SCC; "Midnite 'Til Dawn Rallye", Kern County SCC; "Rallye D'Oro", Santa Monica FCCA; "Ken Farrar Rallye", Long Beach Douglas SCC; "Spring Rallye", L.A.-SCCA; "Rallye de Wheel Bounce", Pacific SCC; "Don Diego Rallye", San Diego SCC; "Big Bear Rallye", San Fernando FCCA, and the "Ups and Downs Rallye", by Arrowhead Foreign Car Club.

Championship trophies will be awarded to the first 10 drivers and navigators at the Annual SCCSCC installation dinner, Jan. 25, 1957, at the Blarney Castle. Council delegates and individual club members, plus championship Rallye participants are invited. Wives and friends are also welcome. Tickets may be obtained from your club's council representatives. The

ORR ELECTED



JAMES ORR
SF-SCCA President

New President of the San Francisco Region of the Sports Car Club of America is James Orr, well-known driver from Kentfield, Calif. He succeeds James R. Lowe.

Other officers are Kjell Qvale, activities chairman; John Luce, secretary, and Rod Aya, treasurer.

Results of the election were announced at the December meeting in Oakland. Orr was in Nassau at the time, and Qvale in Australia, attending the Olympic Games.

PRONTO BY AIR MAIL

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first 25 Championship Rallye winners:

Driver	Car	Pts.
1. D. Royer	MG-A	169
2. H. Frank	A-H	166
3. R. Greenland	V-W(S/Ch)	161
4. H. Guess	MG-TF	132
5. D. Bailey	MG-A	126
6. C. Cook	TR-2	124
7. W. Glassett	Porsche	106
8. K. Dowson	MG-TD	105
9. W. Hanna	A-H	100
10. C. Kenyon	Porsche	98
11. S. Kreidel		86
12. K. Engle		83
13. D. Kermode		83
14. B. Rice		63
15. F. McDonald		60
16. Trevett		52
17. B. Sween		49
18. H. McKinney, Jr.		47
19. K. Kadock		46
20. C. Adams		43
21. S. Ewing		43
22. F. Fleming		42
23. J. Keyes		42
24. D. Sparks		38
25. G. McDonald		38

Navigators

Pts.

1. G. Holden*

169

2. R. Fisher

161

3. N. Stratton

149

4. J. Kirkpatrick

132

5. D. Cooke*

124

6. M. Wackerle

124

7. G. Steele

121

8. R. Flude

111

9. E. Larson

98

10. P. Miller

89

11. B. Kreidel

84

12. N. Marechal

81

13. L. Himmelrich

78

14. G. Englage II

73

15. S. Harvey

68

16. R. Donahower

67

17. D. Morrow

67

18. Schmeid

52

19. A. Van Rhyn

52

20. A. Kadock

46

21. F. Adams

43

22. B. Socher

39

23. G. Smith

41

24. J. Sparks*

38

25. H. McKinney III

36

Note: *indicates women contestants.



—Lester Nehamkin
PRETTY MODEL Karen Olson gets the treatment from Josh Hogue, sports car editor of the San Francisco Chronicle. Occasion was big press preview party of 1957 Renault Dauphine at Blairfield House by Distributor Johnny Green.

Renault Dauphine Press Review

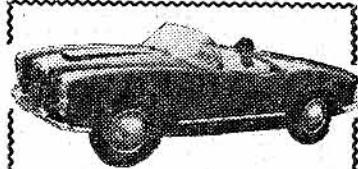
Four years of intensive work on the drawing board, countless road trials with test models, continual modifications and refinements, numerous surveys of the wishes and needs of motorists have resulted in the creation of the 1957 Renault Dauphine, introduced by West Coast Distributor John L. Green, Jr., at a Blairfield House press preview last week.

The French rear-engined Renault Dauphine encompasses beauty, comfort and rugged performance in a car delivered in California for \$1695.

Motor Sports Show Slated

More than 100 autos are entered in the First Annual International Motor Sports Show scheduled Dec. 26 through Dec. 31, according to John Howell of the sponsoring Tanner Products Company.

Sports cars, customs, antiques, hot rods, Indianapolis autos and celebrity-owned machines will be featured. Site is the Exposition Building where Hollywood Freeway intersects Sunset Blvd.



I am disposing of my beautiful Lancia Gran Turismo Spyder. This car has won a trophy in each of the last 12 Concours d'Elegance in which it has been entered and is truly an elegant car. Body by Farina painted an unusual deep red, grey leather interior, immaculate, naturally. It has the fabulous V6 engine, and the Dion rear end, and all the engineering refinements which make Lancia world famous.

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CULVER CITY
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ENCINO
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E. McAfee
J. McAfee
Shelby
Woods
von Neumann
Brero
Murphy
Brero
Murphy
Murphy
Shelby
Weiss
Evans
Barneson
Krause
Miles
Brero
Beagle
Graham
Hauser
Kunstle
Ginther
Miles
Hill
Woodward
Weiss
Krause
Weiss
Barneson
Krause
Brero
Beagle
Ginther
Miles
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Erb
Drake
Hill
Kunstle

UNDER 1500 cc.

2nd E. McAfee
J. McAfee
Murphy
Austin
Hill
von Neumann
J. McAfee
Woodward
Weiss
Krause
Evans
Barneson
Weiss
Barneson
von Neumann
Krause
Brero
Beagle
Ginther
Miles
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Drake
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Drake
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Pollack
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Monise
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Weiss
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Lovel
Kunstle

3rd J. McAfee
J. McAfee
Porter
Huddleston
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Beagle
Eschrich
McLaughlin
Miles
Forbes-Robinson
Ginther
Oddous

TECH TALK . . .

By Roger Barlow

More on Italian 'Dream Job'

THIS IS the final installment on my impressions of the remarkable Alfa Romeo Giulietta Spyder "Veloce" model which I recently drove in Italy and New York.

I made no effort to take acceleration times, but a German journalist writing in "Motor Revue" gives the following figures:

0-50 (1st & 2nd gears)..... 8.4 sec.
0-62 (1st & 2nd gears)..... 11.2 sec.
0-87 (1st to third gears).... 24.8 sec.
0-100 (1st to 4th gears).... 36 sec.

Regardless of how impressive these stop watch figures may be, the actual performance as measured by the seat of one's pants is most satisfying and certainly quite enough to keep me happy behind the wheel of this thoroughly delightful motor car.

TOP STEERING

The steering and stability at high road speeds is excellent by any standards and outstanding by small car standards. On a rather undulating narrow road a true 115mph was reached, with the car being steady and comfortable. Choppy bends do not make the front or rear suspension patter or make the car slide from one's chosen line. The steering is curiously "dead" feeling at first in that there is absolutely no road shock transmitted. However, one does seem to know just how the tires are relating to the road surface and I rate the steering perfect.

The short stroke engine is not working itself to death even at high rpms; while a top gear ratio of 4:1 permits an 80mph cruising speed at very reasonable revs (about 4500, as I remember). Checking an "Auto-car" road test for the Jaguar XK120 roadster I note that the acceleration for this little 1290cc Alfa Romeo convertible is virtually identical over the entire range up to 100mph!

The quality of finish of the Farina coachwork is good. There is plenty of leg room, but the column could be raised a bit for a large driver. The luggage compartment is remarkable for the size of the vehicle.

FINE MILEAGE

Five hundred miles of hard driving, using the gears and lots of acceleration for the sheer joy of it, resulted in fuel consumption of better than 26 miles per gal.! Other testers also indicate that steady speeds in the 80mph region result in averages around 26 miles per gal.

And let us not forget that this is an Alfa Romeo, (a marque to rank with Rolls Royce, Bugatti and Mercedes Benz), a name which rolls pleasingly off the tongue and recalls memories of a quarter century of successful racing. A car to own with pride as one of world's greatest—magnificently engineered, beautiful to look upon and thorough-

ly exciting to drive. I'm sorry I had to give it back to lucky Bill Pollack who is racing it.

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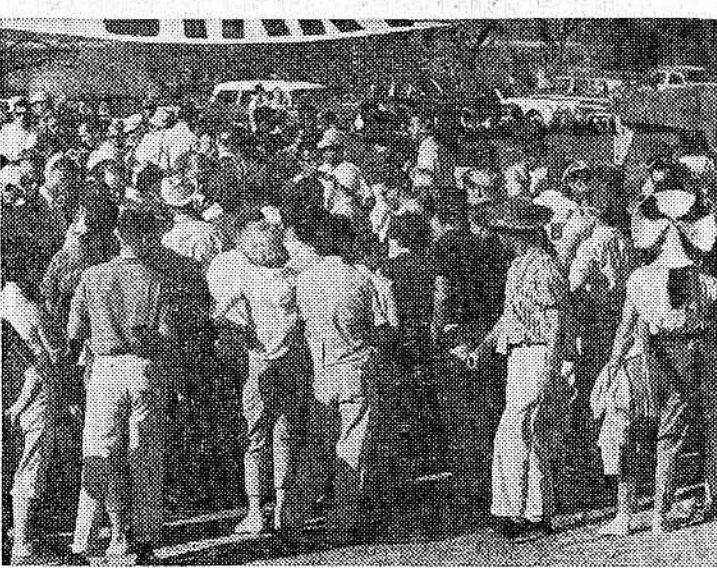
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—Ken Parker

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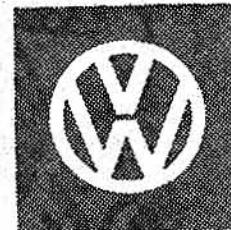
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Starlets Read MOTORACING



Latest MOTORACING Subscribers, Starlets Wanda Barbour (left) and June Valentine, take time out from work with Jayne Mansfield and Tom Ewell on the set of "The Girl Can't Help It" at 20th Century-Fox to scan over a copy of the publication.